

THE ILLUSTRATED LONDON NEWS

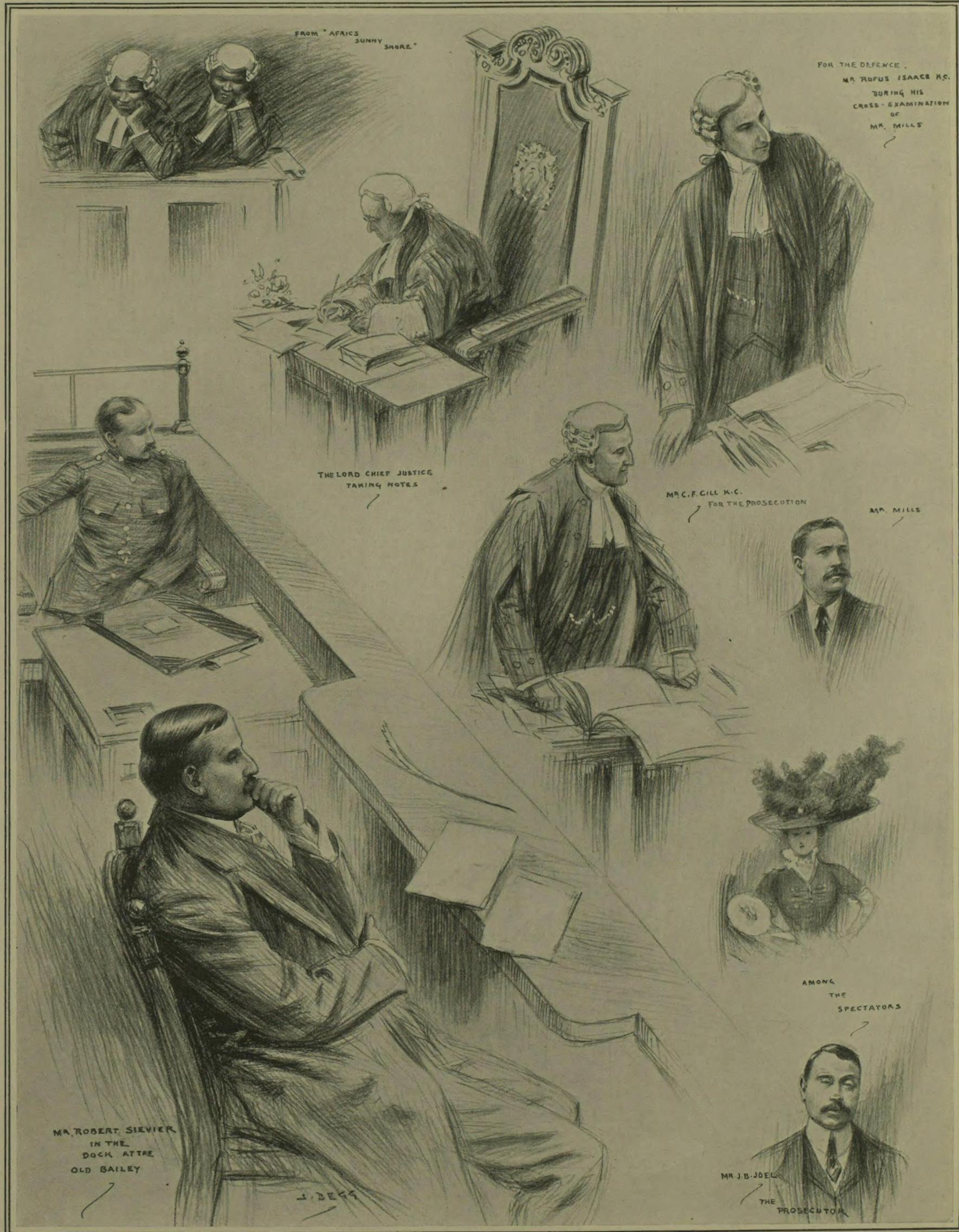
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THE SENSATIONAL BLACKMAIL TRIAL AT THE OLD BAILEY: THE CASE OF MR. ROBERT SIEVIER.

SKETCHES IN COURT BY OUR SPECIAL ARTIST, S. BEGG.

On July 27, before the Lord Chief Justice at the Old Bailey, the trial began of Mr. Robert Sievier, editor of the "Winning Post," on a charge of attempting to blackmail Mr. J. B. Joel. It is alleged that Mr. Sievier demanded from Mr. Joel a sum of £5000 in order that Mr. Sievier might refrain from publishing in the "Winning Post" certain alleged defamatory statements regarding Mr. Joel's career. Sir Edward Carson, K.C., and Mr. Gill, K.C., prosecuted; and the defendant, who pleaded Not Guilty, was defended by Mr. Rufus Isaacs, K.C.

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PARLIAMENT.

"PAUSE awhile from letters to be wise," said Dr. Johnson to scholars, and Mr. Birrell quoted the advice with approval in the House of Commons. In his own pause from letters he has obtained the credit of the greatest legislative achievement of the summer session, which concludes this week. The settlement of the Irish University question was supposed to be beyond the wit of statesmen, but the man of letters who, "for his sins"—as he says—is now Chief Secretary, has carried a Bill which satisfies the Roman Catholics. Only a few protests from English Nonconformists, and attacks from Ulster Unionists, have saved him from the fate of those of whom all men speak well. He has been thanked by Mr. John Redmond, congratulated by Mr. Balfour, and cheered by members on both sides; and to "everybody" he has in turn expressed his own gratitude. In success, as well as in legislative failure, Mr. Birrell has preserved not only his gaiety, but also his simplicity, and thus his popularity has been maintained. While the Lords have been, with obliging speed, passing the Bills sent up to them in July, the Commons have dealt this week with a great variety of topics in connection with Supply. Mr. Haldane has informed sceptical Conservative critics of the success of the Special Reserve.

TALKS WITH TOM BINGLEY ON PARLIAMENT AND PERSONS.

BY G. S. STREET.

XXIII.—PEERS, GROCERS, BIGAMISTS, AND OTHERS.

"YOU were talking the other day," said Tom, "about abolishing debates in the House and members sticking their views in the papers—if the papers would let them—and voting by telephone and all that. I explained it was all tommy rot—that we should lose a great deal of valuable knowledge as to how things really affected people. I think, though, I admitted that we might do without the set speeches, which you condescended to keep from some humbugging, cynical, artistic point of view. Well, I was wrong—result of trying to sympathise with your cock-eyed habits of thought, I suppose. Take the Pensions speeches in the Lords on Monday, for example—Cromer's, Rosebery's, the Archbishop's. You mayn't agree with them—you won't agree with anybody if you can help it, I know—but you must admit they were tremendously interesting. Did you read what Cromer said about the chances of our being at war before many years are over?" I replied that I had. "But then," said I, "I'm one of the limited number of people who read these things. It's a proof of my contention about speeches for practical purposes being an anachronism that that particular passage has not made a deep impression all over the country. That a man of Lord Cromer's experience and special knowledge should have deliberately come to such a conclusion is a reason for the gravest possible concern, and, if he had expressed it in a letter to the *Times*, everyone would have been talking about it." "Yes, talking," said Tom; "as for doing anything, I have my doubts." And so, I confess, have I.

"I noticed in that debate, Tom, that Lord Wemyss was for postponing the Pensions Bill for forty years."

"Yes, and then he'd be one hundred and thirty years old, but, I've no doubt, still hearty and coming fresh to the attack. Isn't it an answer to your croakers about the English that there are such a lot of these active old gentlemen about? Look at—"

"I'll look at any of them with pleasure, Tom, but I should like to look at some more young and middle-aged men of equal vitality as well."

"Yes," said Tom reflectively; and then, "how old is James Walker?" James Walker, he replied to my ignorance, is a gentleman who is alleged to be a bigamist eleven times over, and Mr. Harold Cox was anxious to know in the House of Commons if he would be eligible for a pension when he was seventy. I gathered from Tom that the general feeling in the House about Mr. James Walker was

(1) that it would be odd if he lived to seventy after so exciting a life, and (2) that it would be hard in that case if it were denied him. It was pleasant to find Mr. Cox's vigilance so extensive and his spirits so good after so many onslaughts on his ideals.

"And talking, Tom," said I, "of people whose ideas are apt to be sat upon, did you notice that Lord Russell has bobbed up again with proposals for altering the marriage laws? I remember that the last time he did so Lord Halsbury solemnly excommunicated him, so to speak, and I think his Bill was burnt by the common hangman, or something of that sort. The present Lord Chancellor seems to have been gentler with him, but he did not make any progress."

"Well, you see," said Tom, "the House of Lords is not a hopeful place to introduce revolutionary proposals about marriage in, and they may have thought Lord Russell is hardly a weighty and reverend personage enough for the job."

"Possibly," said I, "but they ought to admire his courage."

"They don't call it that," said Tom.

I asked him about the Licensing Bill. "We're pegging away. The chief interest so far has centred round grocers. Romantic subject, isn't it? But it's jolly difficult. You know I've always said it's much better for a man to drink openly in places where there is some standard of conduct, after all, than to slink off home with a bottle of whisky and stupefy himself in private. That's one of the reasons why I think this well-meant Bill doesn't really do much to stop drunkenness. Well, this 'off' license business of course puts the Government in rather a hole. Why don't you deal with it, if you're so jolly anxious to keep people sober?" says the Opposition. "Can't do everything at once," says the Government. "Oh, humbug!" says the Opposition, "you only want to attack the publicans and you're afraid of the grocers."

It does seem rather cowardly to be afraid of the grocers, doesn't it? According to Belloc they subscribe to the party funds and it's hideous political corruption. I dare say he's right, though he seems to have that sort of thing a little on the brain, but I should think he had a row with the Whips for saying it.

But suppose the unfortunate Government dealt with the grocers, somebody then would say 'What about the chemists?' Lots of women get tipsy on eau-de-Cologne, and the Government might be accused of truckling to the scent industry. I wouldn't be a Government for anything, though I confess I don't pity it much over this particular Bill, in spite of the demonstration. However, it's come through all right with the Irish Universities. It's pleasant to see Birrell basking in an atmosphere of congratulation. Touching scene between him and Balfour. Oh, yes; it's a human place, this blessed time-wasting House of ours. I don't say I shan't be glad to do without it for a bit, though a jolly sight less glad, I should say, than the unfortunate Home Secretary, who's held up at almost every sitting as the brutal jailer of the imprisoned Suffragist ladies. You hope it hasn't demoralised me? I hope so too, but why?" I reminded him of a question of privilege raised the other day, from which it appeared that Mr. Pete Curran had said in a speech that he doubted if he had ever been in such bad company before he went into Parliament. "Oh, well," said Tom, "Pete Curran's one of the Labour Members. They seem to me to be very decent chaps, but I suppose he knows best."

OTHER OLYMPIC WINNERS.

THE winners in the Olympic events not chronicled on our page of Portraits are as follows: Wrestling (Graeco-Roman): Light-Weight—E. Porro, Italy. Middle-Weight—F. M. Martensson, Sweden. Swimming (1500 metres)—H. Taylor, United Kingdom; time, 22 min. 48 2-5 sec. Ten-Mile (16 kilometres) Walk—G. E. Larner, U.K., 75 min. 57 2-5 sec. 800-Metres (874.4 yards) Race—Martin W. Sheppard, U.S.A., 1 min. 52 4-5 sec. 1500-Metres (1639.5 yards) Race—Martin W. Sheppard, U.S.A., 4 min. 3 2-5 sec.

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2nd. Cruise leaves Gravesend August 15, Leith on 17, calling at same places (excepting Stornoway and Kingswear) but in reverse order to the first cruise, arriving at Gravesend on Saturday, August 29, and Leith August 31.

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SEDITIOUS BOMBAY: A RIOT DURING THE TRIAL OF A NATIVE EDITOR.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY A CORRESPONDENT.



THE RIOT OUTSIDE THE ESPLANADE POLICE COURT, BOMBAY, DURING THE PRELIMINARY TRIAL OF MR. B. G. TILAK FOR SEDITION.

During the police-court proceedings against Mr. B. G. Tilak for seditious articles in his newspaper, riots took place on the Maidan. The progress of the electric cars was impeded, stones were thrown at Europeans, and armed mounted police had to be called out to restore order. Last week, at his trial at the sessions, Mr. Tilak was sentenced to six years' transportation.



BY G. K. CHESTERTON.

THE general stream of exciting events at the Stadium, as well as some that were unfortunate as well as exciting, indicates many interesting things about national differences of instinct and opinion. The modern promoters of peace are always trying to discover the points on which nations agree. They will never really achieve peace until they discover and define the points on which they disagree. There are national peculiarities which will always be preserved, and which, for the variety and interest of our earth, always ought to be preserved. International bitterness, international bloodshed, does not come from recognising these differences. It comes from not recognising them.

For instance, in consequence of certain events in the races at the Stadium, we have begun to hear all round us a murmur not unheard on other historic occasions: "The Americans are not sportsmen." Now, if we leave the matter there, we shall do a gross injustice to a great people. Probably, if an American were asked for his principal complaint, it would be to the effect that the English are not sportsmen. Unfortunately, the word "sportsman" means something entirely different in the American language. Of all barriers between two nations, the worst is having the same language—and meaning something different by it. An English major and a French commandant are much more like each other than an English colonel and an American colonel. In spite of such difficulties, however, I will make a respectful guess.

The only sense I can make, even hypothetically, out of America is this—I offer it as a mere conjecture—America is a serious parody. America is an exaggeration not more comic, but more solemn, than its original. We are all acquainted with the ordinary notion of a caricature, in which certain features are treated more largely, but more lightly. Thus, let us say, a King is given an outrageously large crown, and he becomes a pantomime King. But we must try and imagine the reversal of this process: we must conceive, not something heavy taken lightly, but something originally light taken heavily and hugely. It is not that the King becomes a comic character by the enlargement of his crown; it is actually that Punch becomes a serious character by the further elongation of his nose. Ordinary people treat their institutions as jokes. American people treat jokes as institutions. Englishmen make a picture absurd by expanding it into a hoarding. America makes a sketch eternal by expanding it into a fresco. All the things that are in this country casual, fantastic, fugitive, amusing, are in that country strenuous, patriotic, Puritanical, essential. They have sometimes boasted that they work harder and are more business-like than we: but this boast falls far short of the situation. They have taken our idiosyncrasies and turned them into occupations. They have taken our relaxations and refused to relax an inch over them. They have taken our very jokes successfully—and seriously. There are many cases of this; but it can be seen at a glance in the case of American sport.

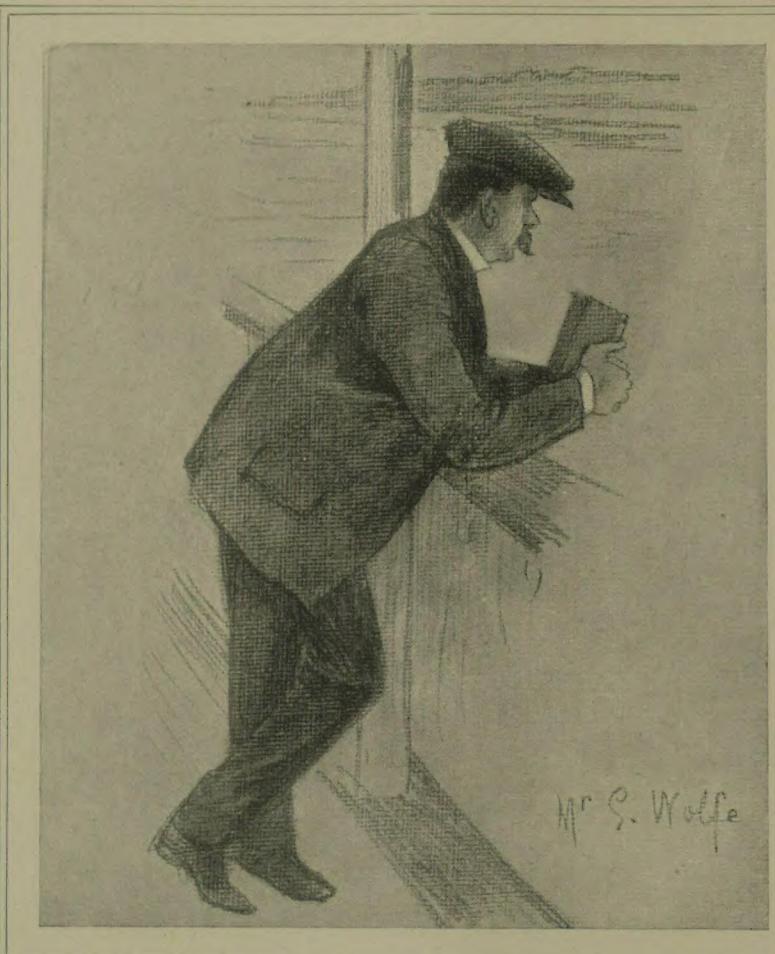
I have noticed the thing for some time in English and American literature. In England Mr. Bernard Shaw is an influence; in America he is a school. His followers in that country solemnly put on a paradoxical manner, and might with equal solemnity put on a red beard. Similarly there were decadents in England, France and Germany. But the essence and even the virtue of a decadent is that he does at least know that decadence is (both in the literal and in the popular sense of the phrase) all rot. The English decadents, feeling life to be as light as dust and wind, at least took it as lightly. The true pessimist

had even a kind of airy contempt for his own pessimism, and disdain of his disdain of things. Open an American magazine, and you will find Mr. Edgar Saltus, the American decadent, entirely serious and entirely happy. You will see a monument and a prodigy; you will see the Strenuous Decadent. He devotes himself to the trade in dust and ashes with the same beaming and bustling cheerfulness with which he would have devoted himself to the trade in pork or white goods. All the epigrams are punctually delivered; all the cynical maxims about marriage are gravely recited; above all, the whole drivelling philosophy is definitely, honestly, and seriously believed. There are many other instances. Poor Nietzsche had much of the irritation of the invalid in his philosophy; but he had some of the laughter and light irony of the literary European in his manner of expressing it: he could to some extent feel the fighting folly of his

we make it pervasive; but we do not in our souls make it important. To the American sportsman the thing is like patriotism or theology. We say as a half-laughing boast that the Battle of Waterloo was won on a cricket-field. But we cannot understand the American who really feels on a cricket-field as if he were at the Battle of Waterloo. He is not necessarily courteous; he is not always scrupulous. We must look in him not for the light vices of vain or sensual loungers, but for the solid vices of statesmen and fanatics, for the sins of men inflamed by patriotism or religion. He cannot shake hands after the fight. He feels towards his conqueror as a man towards the invader who has robbed him of his country, or the atheist who has robbed him of his God.

Thus, if the American athlete breaks a rule or does something that seems brutal or cunning in order to win, then the best and most representative Americans would certainly condemn him. But they would not condemn him, and we must not expect them to condemn him, exactly as we should all condemn him. We should condemn him not only as a cad but as a fool; as a man who in his desire for victory surrenders that general applause which alone makes victory pleasant. We are almost as much mystified as we are angry with the man who cheats in a mere game. What can be the fun of being a winner if one is not admired for one's way of winning? What is the pleasure of gaining glory if one loses honour? The game is not worth the candle when the candle burns down your castle and your coat-of-arms. But the Americans would not condemn their unscrupulous compatriot in this light and contemptuous way. They would not condemn him as a selfish fool who lost the fun of playing for the sake of winning. They would condemn him as one condemns dignified but desperate men for yielding in great moments to the powers of darkness; as one condemns Clive for forging, or Henri Quatre for denying his creed, or Bruce for killing Comyn, or Hastings for hanging Nuncomar, or Nelson for letting his official actions be swayed by Lady Hamilton. One may condemn such men, one may shoot them, but one does not misunderstand them. The American is a bad sportsman because he is a good Jingo. The phrases quoted, even in the newspapers, from the American murmur and comment in the Stadium prove this contention completely. One American phrase constantly recurred: "Our boys were in to win." Which means: "This is sport to you, but death to us—death or immortality."

For them the game is really worth the candle—because the game is not really a game. The real problem, I admit, remains with us. How are we to deal with this gigantic daughter who, in her youthful innocence, supposes that we mean what we say? We said that football was the foundation of English ethics and philosophy; but we never imagined that anybody would believe us. We said that commerce was a proof of Christian energy and sobriety; but it never crossed our minds that such a thing could be credited by anybody on earth. We said that the Jewish Sabbath was sacred, and in Puritan England people were damned for running about on Sunday. But in Puritan America they were killed for running about on Sunday. We pretended, for a passing fashion, that the chief glory of Britain was the British Empire. As a matter of fact, of course, a patriot has far less pride in the British Empire than in the British climate. To a man who loves the English country, that the sun never sets on the Empire is far less important than that the sun never shines too much on the island. But the Americans, overhearing our interlude, began to take Imperialism seriously. What is to be done with such a people?



GENERAL WOLFE'S KINSMAN ON HIS WAY TO THE QUEBEC CELEBRATIONS.
MR. G. WOLFE ON BOARD THE "EMPEROR OF IRELAND."

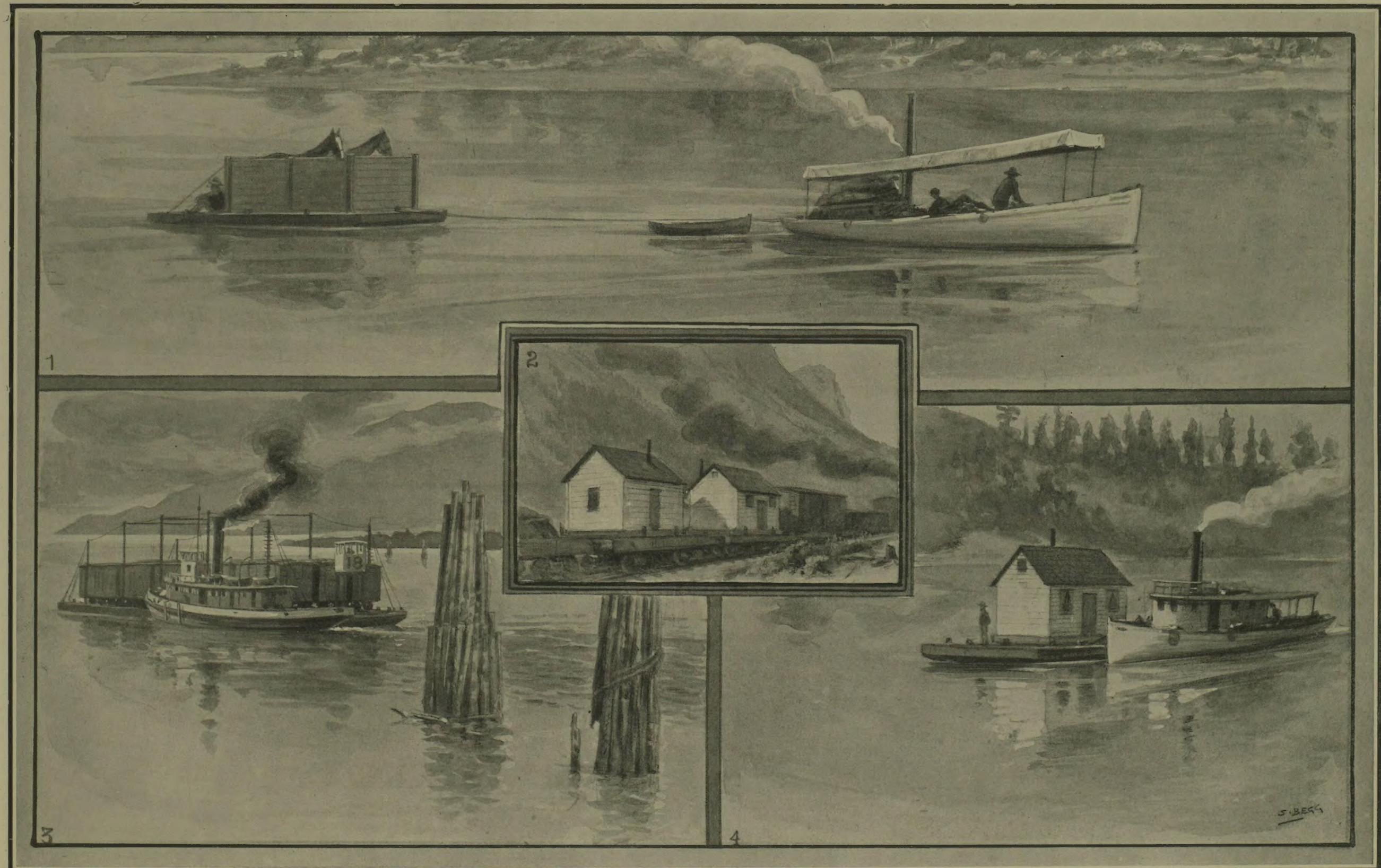
SKETCH (FACSIMILE) FROM LIFE BY A. FORESTIER, OUR SPECIAL ARTIST AT THE QUEBEC CELEBRATIONS.

own exaggerations. But no gleam of irony or self-criticism has ever crossed the black and cavernous brain of the American Nietzsche, a sublime donkey who actually writes under the name of "Ragnar Redbeard."

It is exactly the same with American sport: and this principle applies to and explains events which might otherwise be unfairly and unfriendly explained. We English have always talked very gravely about sport; we have pretended that it was the root of our national virtues; we have associated it vaguely with extremely vague theories of racial superiority and evolutionary success. But all this gravity about the game is with us only a part of the game. About a game, as about a drama, there must be enough consistency to create a brief illusion.

But the American in sport is like those wild cowboys of the West who fired their revolvers at a villain in a melodrama; he is like Don Quixote when he drew his sword and dismembered the marionettes. Spain might produce Don Quixote, but Spain made game of him. We in England make sport prominent,

WHEN YOU MOVE, TAKE YOUR HOUSE WITH YOU: PROGRESSIVE CANADA'S INGENUITY.



1. A SMALL RANCHER CROSSING KOOTENAY LAKE IN SEARCH OF A NEW DWELLING-PLACE, AND TOWING HIS HORSES BEHIND HIM.

3. A C.P.R. PONTOON LOADED WITH FREIGHT-CARS ABOUT TO BE TAKEN
ACROSS KOOTENAY LAKE BY THE STEAMER LASHED ALONGSIDE IT.

2. WOODEN HOUSES BEING TRANSFERRED
TO A NEW SITE BY RAIL.

4. TOWING A HOUSE AND A HORSE TO THEIR NEW LOCATION ON THE
OTHER SIDE OF THE LAKE.



Photo. Byron.
THE LATE RIGHT REV. H. C. POTTER,
Bishop of New York.

was sometime Rector of Christ Church, in Pennsylvania, and St. John's, Troy, New York, and of Grace Church, in the same city, and of Trinity, in Boston, and he was for some time secretary to the House of Bishops in New York. Bishop Potter was an energetic, hard-working, and eloquent man, the author of several volumes, and a member of many clubs.

The King's Prize at Bisley has been won by Private Gray, of the 5th Scots Rifles. Private Gray, who is twenty-one years of age, joined the 1st Lanark Battalion, which now bears the Territorial name of 5th Scots Rifles, four years ago and took up shooting for the first time last year, when he bought a private rifle secondhand at a sale and had it fitted with a new barrel by a Glasgow gunsmith. With this secondhand weapon he won the King's Prize on Saturday. Private Gray works with his father in Glasgow, who is in business as a manufacturer of waterproof materials.



Photo. Illustrations Bureau.
SERGEANT FOSTER,
Winner of the St. George's Vase at Bisley.

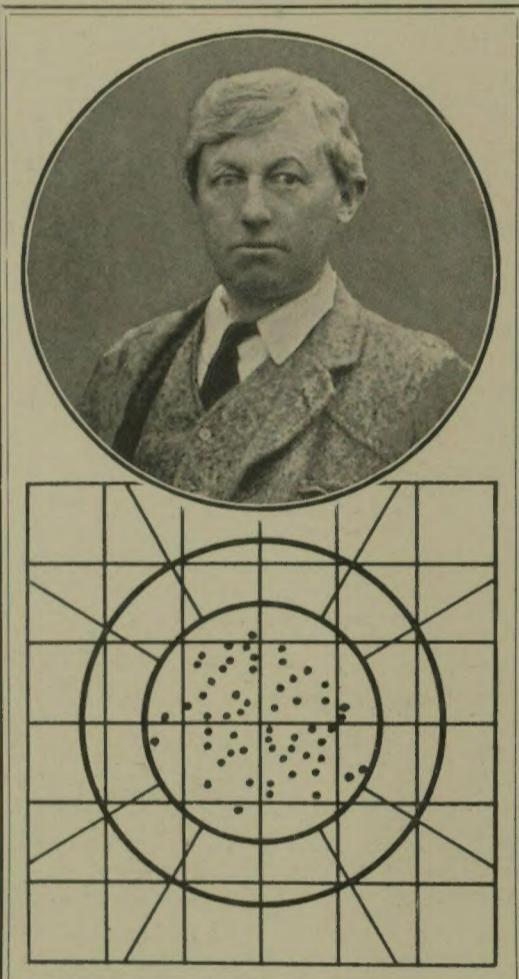
the 6th Hampshire Regiment, was declared the winner.

Lieutenant Brock, of Guernsey, who won the Bronze Medal at Bisley with an aggregate of 103 out of a possible 105, is the youngest winner of the prize; he is only nineteen years of age. Two years ago, Mr. Brock shot at Bisley as a schoolboy member of the team representing Elizabeth College, Guernsey, in the Public Schools match for the

PORTRAITS AND WORLD'S NEWS.

Mr. Leslie O'Callaghan is claimant to the estates and title of the late Viscount Lismore, who died in December 1898, aged eighty-two. Mr. O'Callaghan claims to be descended from Richard O'Callaghan, son of a former Viscount who married

COLONEL GIBBS.



COLONEL GIBBS' FIFTY-SEVEN CONSECUTIVE
BULLS' EYES AT BISLEY.

Portrait by Gale and Polden; Chart by permission of the "Times."

the daughter of a village shoemaker one hundred years ago. The O'Callaghans were Protestants, while Nellie O'Connell, the shoemaker's daughter, was a Catholic, and a hundred years ago marriages between the two sects were illegal when performed in a Catholic church. Mr. O'Callaghan and Miss

Sir Thomas Stevenson, Senior Scientific Analyst to the Home Office since 1881, died on July 27, in his seventy-first year. Sir Thomas was born in Yorkshire and studied medicine at Guy's Hospital, where he had a distinguished career, and where he held the Lectureship on Chemistry for twenty-eight years. He became the greatest specialist of his time on forensic medicine, he edited "Taylor's Medical Jurisprudence," and there is hardly a celebrated poisoning case of recent years in which his testimony has not turned the scale. It was his scientific accuracy and acumen that sent Dr. Lamson to the gallows; and but for a popular agitation, Sir Thomas's testimony would have hanged Mrs. Maybrick. Sir Thomas represented the Home Office at the famous Druce exhumation at Highgate Cemetery.

Sir Guy Fleetwood Wilson, who has been appointed a member of the Council of the Viceroy of India, has had a very distinguished career. Born in Florence fifty-seven years ago and educated abroad, he went to Egypt in 1876 as private secretary to Sir C. Rivers Wilson, and became associated with the War Office some seven years later. He was secretary to the Sub-Committee on Army Reorganisation in 1887 and Commissioner of Income Duty in 1898, when he was also Assistant Under-Secretary of State for War. Last year, Sir Fleetwood Wilson was appointed Commissioner of the Duke of York's Military School, and he has been Examiner in Italian under the Director-General of Military Education. His secretarial posts have been numerous: he has served the late Duke of Devonshire, the Rt. Hon. W. H. Smith, Mr. Herbert Gladstone, Mr. Stanhope, and the late Premier as private secretary, and he was Financial Adviser to Lord

Photo. Elliott and Fry.
THE LATE SIR THOMAS STEVENSON,
Famous Analyst and Authority on Poisons.



Photo. Gale and Polden.
LIEUTENANT BROCK,
The King's Bronze Medallist at Bisley.

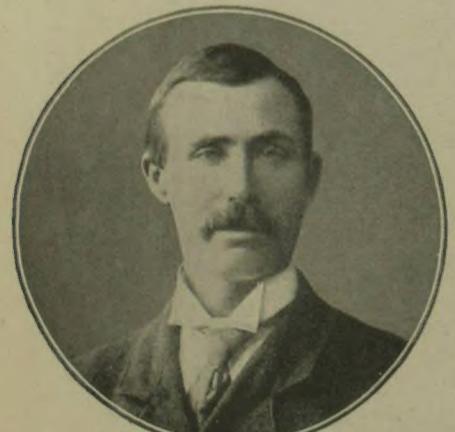


Photo. London News Agency.
MR. LESLIE O'CALLAGHAN,
Claimant to the Viscountcy of Lismore.

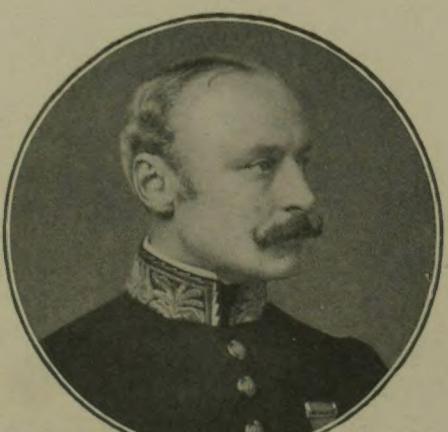


Photo. Elliott and Fry.
SIR G. FLEETWOOD WILSON, K.C.B.,
New Member of the Viceroy of India's Council.

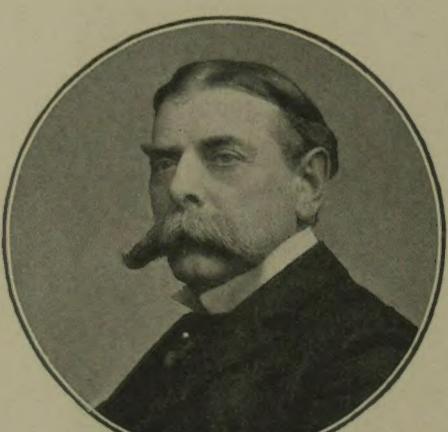


Photo. Elliott and Fry.
MR. DAVISON DALZIEL,
Pioneer of Taxi-Cabs.



Photo. Russell, Southsea.
CAPTAIN ROSSLYN E. WEMYSS,
To be Commodore of H.M.'s Yachts.

Ashburton Challenge Shield. He is a son of the Rev. Walter Brock, of St. Peter's in the Wood, Guernsey, and did well in the Kolapore Cup Match a few days before he won the Bronze Medal.

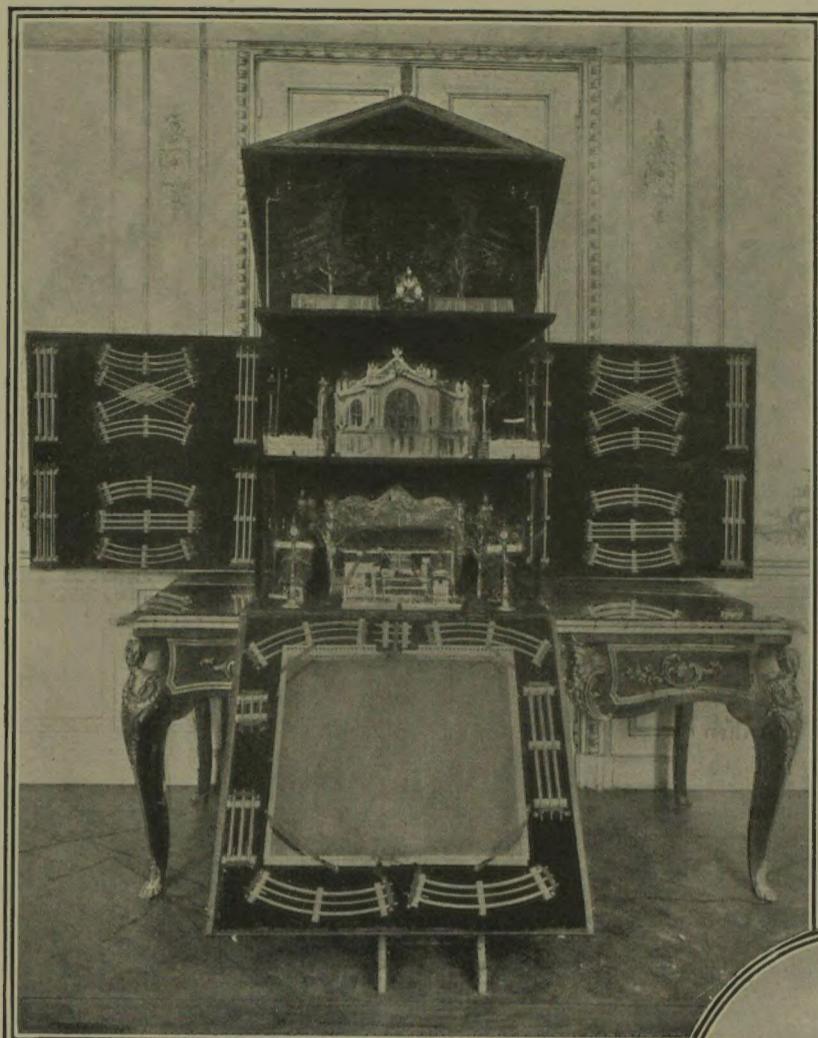
O'Connell were ultimately married in a Protestant church, and the claimant, who is a grandchild of the union, intends to follow up his claim. At present he is engaged in farming near Cork.

Kitchener in South Africa in 1901. Sir Fleetwood Wilson is a great sportsman.

Mr. Davison Dalziel, who received a great honour from the French Government last year when he was created a

(Continued overleaf)

CURIOSITIES OF CURRENT NEWS.

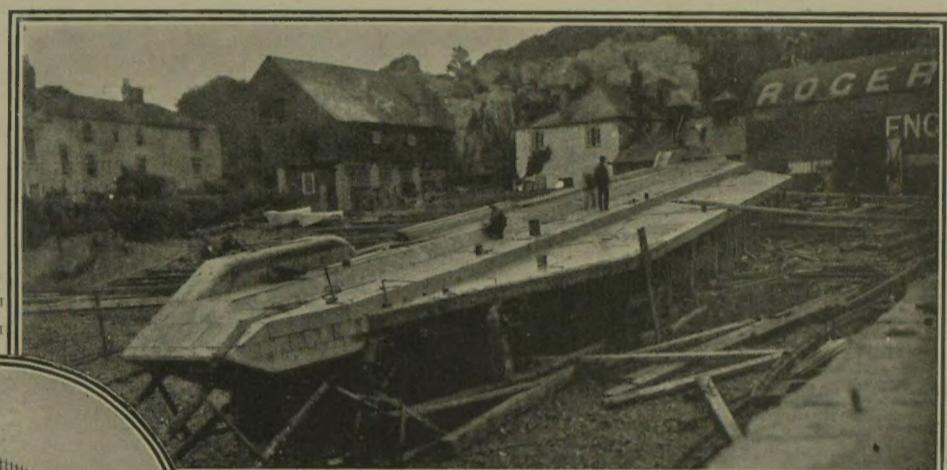


PRESIDENT FALLIÈRES' PRESENT TO THE TSAREVITCH AND THE CROWN PRINCE OF NORWAY: THE MODEL RAILWAY IN ITS CASE.

The model electric train, which is described under the lower block, is enclosed in a morocco case one cubic metre in size. The case and toy together weigh about one hundred pounds.

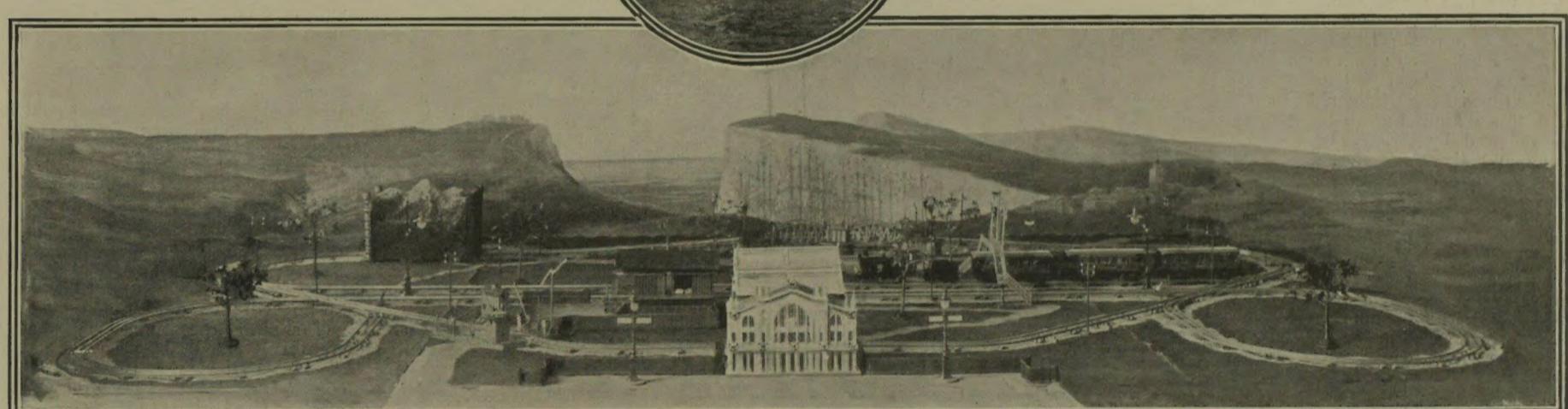


THE FRENCH ROBINSON CRUSOES' IMPLEMENTS AND SHOES.
These shoes and implements were made by the castaway crew of the "Président Félix-Faure," which was wrecked off New Zealand. The crew lived a Robinson Crusoe life from March 13 until May 13, when they were rescued by the British cruiser "Pegasus."



THE THIRD ADMIRALTY TARGET FOR BATTLE-PRACTICE: READY TO LAUNCH, AND AFLOAT.

The new Admiralty target carries a huge framework over which the canvas marked with the bull's-eye is stretched. It presents a mark equivalent to that offered by a battle-ship above the water. Eight thousand cubic feet of wood was used, and the price is £2000.



A BEAUTIFUL TOY RAILWAY FOR LITTLE PRINCES: ELECTRIC TRAIN PRESENTED BY PRESIDENT FALLIÈRES TO THE TSAREVITCH AND THE CROWN PRINCE OF NORWAY.

Two beautiful electric railways were chosen by Mlle. Fallières as the President's gift to the Tsarevitch and Prince Olaf of Norway. The station is a model of the Gare du Nord, and the little line is beautifully appointed with model switches, signals, and lamps. For the background of the railway there is a scene representing the harbour of Dunkirk.



ENTHUSIASM FOR AN IMPRISONED DEPUTY: SIGNOR NASI WELCOMED AT NAPLES.

Signor Nasi, the Sicilian Deputy who served a term of imprisonment for misappropriation of public funds, had a tremendous ovation as he passed through Naples on his way back to Sicily. At the recent Sicilian elections Signor Nasi was again returned by a tremendous majority.



THE ROUND-THE-WORLD MOTOR RACE: LIEUTENANT KOEPPEN PRESENTED WITH FLOWERS ON HIS ARRIVAL IN MÜNCHBERG WITH HIS PROTOS CAR. The German Protos car arrived in Paris on July 26. About twenty-four hours later the American car reached Berlin. Signor Scarfolio, on the Zust car, had only reached Omsk, in Siberia. The German Protos crossed the Rockies on the railway, and did not cross Japan.

Chevalier of the Legion of Honour, is the man to whom London is very largely indebted for the taxi-cab. He has found time to be the pioneer of the industry in London, though he is one of the busiest men in the City, and chairman of many industrial enterprises that are at work in London and Paris. He is the London

The Quebec Tercentenary.

The Prince of Wales arrived at Quebec on Wednesday of last week. He was received by Earl Grey and members of the Government, and presented with an address on behalf of the Canadian Government and people by Sir

troops on the Plains of Abraham, and formally transferred the ownership of the Plains to the Canadian Government, after presenting to Lord Grey the sum of £90,000, which has been subscribed by British citizens throughout the Empire and by French and American sympathisers to acquire the battlefields of Canada. The troops



Photo. Cribb.

A NEW WAY OF EARNING SIXPENCE AN HOUR: PIER-TESTERS AT SOUTHSEA.

In order to test the new pier at East Southsea, the contractor advertised for eight hundred men to march about for an hour at the payment of sixpence. There was a tremendous rush for the work. The pier stood the test perfectly.

chairman of the Pullman Car Company, and Conservative candidate for Brixton, and is one of the men who wields a very great financial influence in London and on the Continent. Mr. Dalziel's chief recreation is taken on the water, and when he can spare a little time from his manifold engagements he is generally to be found upon the *Capercaillie*, his beautiful yacht.

Captain Rosslyn Erskine Wemyss, who has been appointed Commodore of the Royal Yachts, entered the Navy in 1877, and commanded the *Ophir* during the Colonial tour of the Prince and Princess of Wales. He received his M.V.O. in 1901, and has served the Prince as Extra Equerry. His wife is the only daughter of the late Sir Robert Morier.

The Marathon Race. (See Supplement.)

The Marathon Race provided the enormous audience that

had assembled in the Stadium with a dramatic episode of the first magnitude. The competitors started from Windsor at 2.30, and Dorando Pietri, a young Italian, struggled into the arena 2 hours 54 min. 46 sec. later. Almost exhausted, Pietri fell on the soft ground four times before he could reach the tape, and those around gave him support. He was followed by Mr. J. J. Hayes, an American; and Mr. C. Heffron, who hails from South Africa, and the American, who was little more than half a minute behind his Italian competitor, in reaching the tape lodged an objection against Pietri on the ground that he had received assistance. This objection was sustained by the judges, and the race was awarded to Mr. Hayes; but Dorando Pietri had the satisfaction of receiving a cup as a personal gift from Queen Alexandra. Great Britain could supply nothing better than the thirteenth and fourteenth competitors; but the race was run on a very hot day, under conditions that would necessarily favour the foreign runners. For some time the Englishmen Lord and Price led in turn; at eighteen miles Heffron was

Wilfrid Laurier, the Premier; he replied and then drove to the Citadel. The Champlain festival was held on the following day, which was a public holiday. The pageant was a very brilliant affair indeed, full of historical as

reviewed consisted of Regulars, Militia, Volunteers, and detachments from the British, French, and United States Squadrons. On Saturday a Naval Review was held, and the Prince of Wales delivered a speech in which he spoke very highly indeed of Canadian industry. On Monday his Royal Highness visited some of the old French villages. On Tuesday evening he went on board the *Indomitable*, and on Wednesday morning at daybreak the battle-ship and her consorts in attendance left for England.

Turkish Reform.

Many years have passed since European politicians of

every class received such a surprise as the Sultan of Turkey gave them last week, when an Imperial decree was promulgated from Yildiz ordering the convocation of a Turkish Parliament in accordance with the Constitution created by Abdul Hamid II. in 1876. It will be remembered that the Turkish Parliament met in 1877 and was dissolved less than a year later, when the Articles of the Constitution were declared to be in abeyance. The Sultan of Turkey is too great an autocrat, and has too deep an aversion from popular government to be able to declare a Constitution at this time of day without arousing a considerable amount of suspicion. But there is every reason to believe that his hand has been forced by the revolt of the Second and Third Army Corps, which have their respective headquarters at Adrianople and Monastir. Ferid Pasha, the Grand Wazeer who has been dismissed from office, was a reactionary, while Said Pasha, who will succeed him, has been Grand Wazeer before, and is very well disposed to this country. Throughout the length and breadth of the Turkish Empire

the news of the creation of a Constitution has been received with the greatest enthusiasm, and hopes are entertained among the optimists that if the Sultan keeps faith with his people many of the grave



Photo. Halftones.
AMERICA'S MARATHON: STARTING THE BOYS' RELAY RACE FROM NEW YORK
• TO CHICAGO.

The Y.M.C.A. in New York, Chicago, and intermediate towns, has organised a relay race, run by 1500 boys, carrying a message in a silver case to the Mayor of Chicago.

well as spectacular interest, and the Prince, who received an address from the Mayor of Quebec, made a very interesting speech in reply. He also held an Investiture at the Citadel, and among those who received Orders or



CONVERTED GUNS IN THE "TERRIERS" HANDS.

At Lydd, the Territorial Artillery has been practising with converted field-guns, examples of which were recently shown to M.P.s in the courtyard of the Star Chamber, Westminster.

leading, and at nineteen Dorando Pietri had taken the second place, and Appleby, another Englishman, was third; at twenty-four miles Heffron and Dorando Pietri were running neck and neck.

Decorations were Earl Grey, Colonel Hanbury Williams, Mr. Garneau (Mayor of Quebec), Mr. Whitney (Premier of Ontario), and Mr. Gouin (Premier of Quebec). On Friday his Royal Highness reviewed a large body of



THE RAISING OF H.M.S. "GLADIATOR."

Before the raising operations were begun, the flag marked X, which marked the position of the sunken mast, was only two feet above the surface of the water.

international disabilities under which the Ottoman Empire labours will disappear. General Von der Goltz has been summoned to Constantinople to deal with the reorganisation of the Army.

HAVILAND'S THEATRICAL CELEBRITIES.—NO. XIX.: DESTINN.

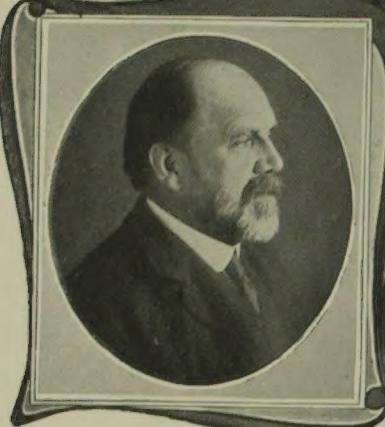
DRAWN BY FRANK HAVILAND AT A SPECIAL SITTING GRANTED BY MADAME DESTINN.



MADAME EMMA DESTINN AS NEDDA IN "I PAGLIACCI."

Madame Destinn is one of the greatest favourites at Covent Garden, where she is famous for her impersonation of "Madama Butterfly." She is equally splendid as Senta in the "Flying Dutchman," and as Nedda in "I Pagliacci." This season she appeared also in Meyerbeer's "Huguenots."

SCIENCE AND

The DISCOVERY OF
- THE PENDULUM.-

MR. FRANCIS DARWIN,
Son of Darwin, and President elect of the
British Association.
Photograph by Elliott and Fry.

daying at all, its terms are a sealed book to the bulk of mankind. Yet it would be strange indeed if the proper enjoyment of well-earned rest formed a topic or condition which lies completely outside that reign and domain of law whose influence is so marked in all other affairs connected with our health and well-being. For example, the enjoyment of a holiday must depend to a certain extent upon climate, and, as any one climate cannot suit everybody alike, we may note in this fact alone the initial stages of a system which would seek to ensure that each of us selected the resort whose conditions most closely corresponded to his bodily needs. Lying altogether outside the popular discussion of holidays, there is a field where unquestionably science has to be appealed to by way of determining the proper place and method of enjoying rest. This field is represented by the medical phase of holiday-life, and by the relationship of the doctor to the cure of disease by climatic conditions.

The open-air treatment of consumption illustrates such a phase of holidaying in one sense, for the patient's life is really spent in a leisure-time, in the

SCIENCE JOTTINGS.

THE SCIENCE OF HOLIDAYING.

MOST of us take our period of leisure-time, and enjoy it, without giving much or any thought to the best method of employing the period set apart for bodily recuperation. If there exists a science of holi-

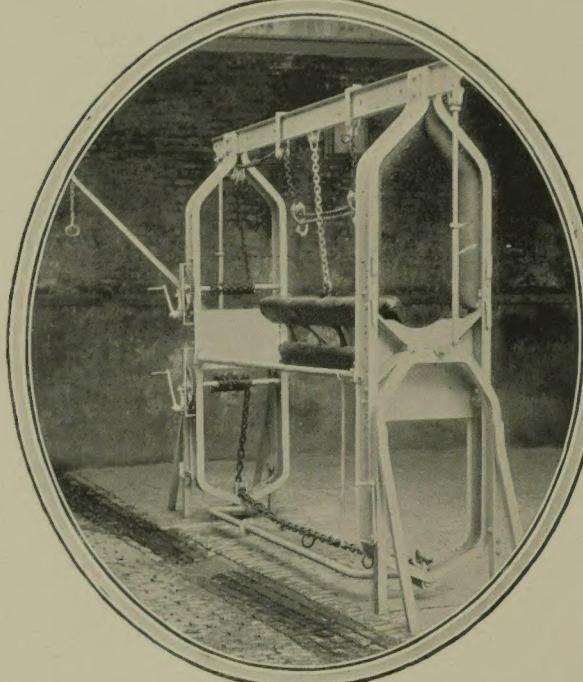
daying at all, its terms are a sealed book to the bulk of mankind. Yet it would be strange indeed if the proper enjoyment of well-earned rest formed a topic or condition which lies completely outside that reign and domain of law whose influence is so marked in all other affairs connected with our health and well-being. For example, the enjoyment of a holiday must depend to a certain extent upon climate, and, as any one climate cannot suit everybody alike, we may note in this fact alone the initial stages of a system which would seek to ensure that each of us selected the resort whose conditions most closely corresponded to his bodily needs. Lying altogether outside the popular discussion of holidays, there is a field where unquestionably science has to be appealed to by way of determining the proper place and method of enjoying rest. This field is represented by the medical phase of holiday-life, and by the relationship of the doctor to the cure of disease by climatic conditions.

of money uselessly, and the getting a stone in the way of imperfectly renewed health, when bread was asked for. Just as the sea suits some and disagrees with others for whom the inland resort serves admirably as a recuperative place, so holiday-places are chosen without a thought being given to the needs and wants of the holiday-maker.

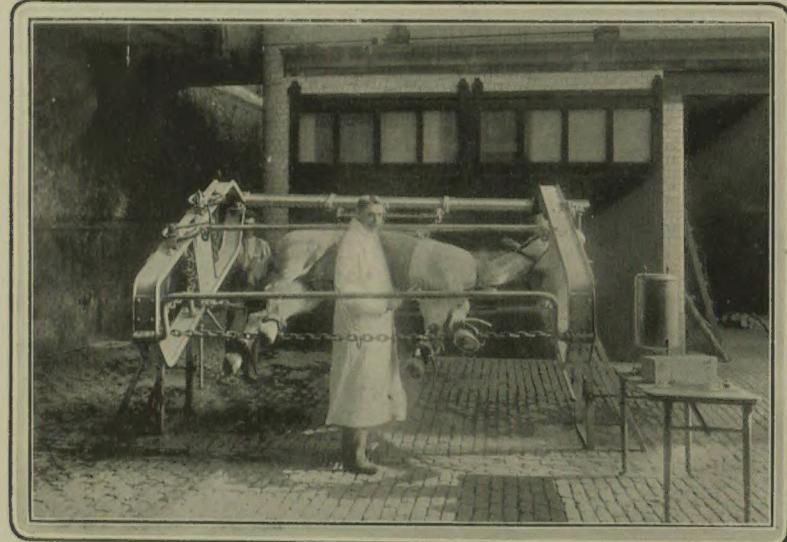
That all this is wrong goes without saying. If it comes to that, a man's choice of a place wherein to spend leisure in recapturing health should be made quite as distinctly a personal matter as his selection of foods and drinks.

The argument for the discovery of the resort which will suit us may be reasonably regarded as powerful enough to enable us to dispense with further illustration of its merits. There next looms before us the question of the most advantageous fashion in which our holiday time may be spent. I think one may fairly sum up this phase of the matter by assuming that the law of contrast should here prove our most trustworthy guide. By this law one implies that the holiday-life should be lived in as complete contrast to the ordinary working existence as is possible. There is great wisdom in such a declaration. It is founded upon the idea, justified by all we know of physiological conditions, that the rest and invigoration of one set of faculties is largely favoured and aided by the employment of others, which, in an ordinary way, lie more or less fallow. Groups of

THE OPERATING-TABLE (UPRIGHT) READY FOR USE.

THE HORSE AS PATIENT:
A WONDERFUL OPERATING-
TABLE FOR HORSES.

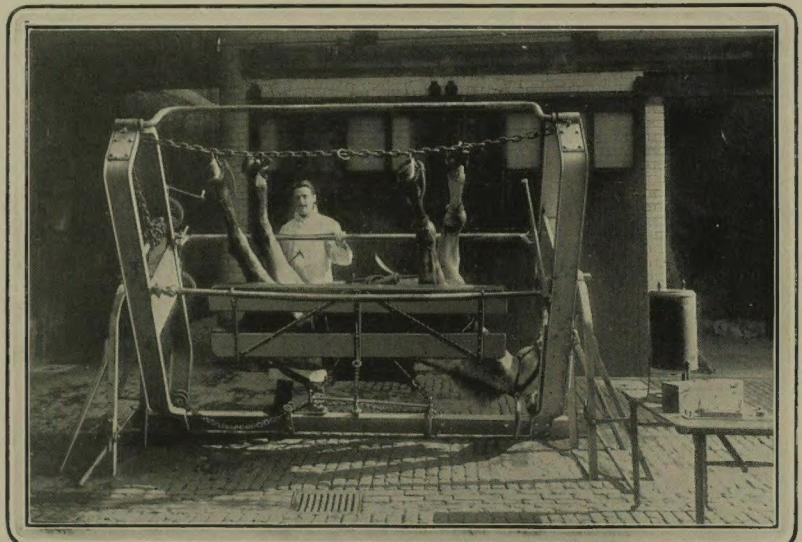
The operating-table, which is a perfected form of several earlier machines, has been brought to its present excellence by Mr. John A. W. Dollar, M.R.C.V.S. It is a revolving iron frame with a padded rest. The horse is put inside the frame when it is upright, and the animal is secured by straps, slings, and chains. The frame is then tilted over until the horse is in the most convenient position for the surgeon. This operating-table entirely obviates the dangers of casting the horse. The working of the table will be easily understood from the photographs.



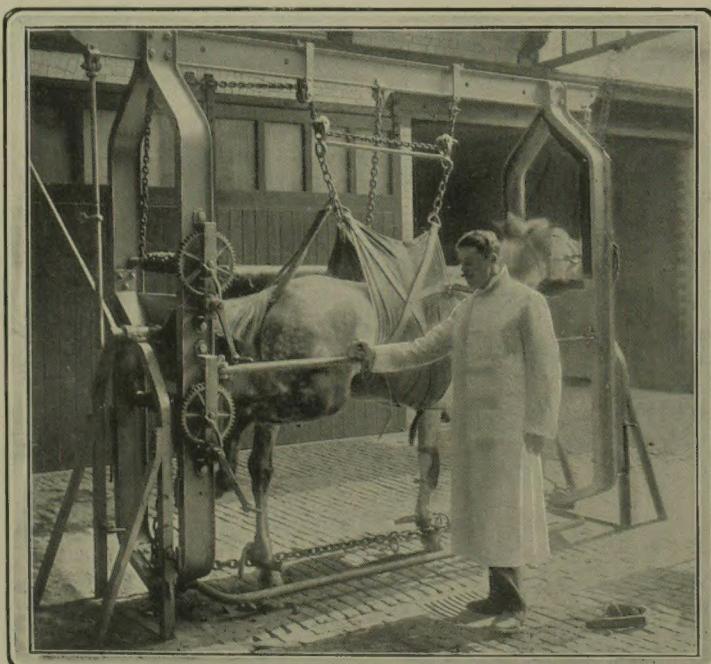
THE TABLE INCLINED TO THE RIGHT: CONVENIENT POSITION FOR OPERATING UPON THE LOWER PART OF THE NECK AND SHOULDERS.

course of which it is to be hoped the disease will be routed and health restored. So also, questions of altitude, of sea coast, of temperature, and of soil all enter into the scientific contemplation of holidaying undertaken with a definite end in view, that of the relief of suffering. In this sense, there is a science of holidays, such as appears of very definite kind, and whose laws are the result of much solid investigation varying from geographical to meteorological details. But it is easy to show that, even if the man in the street chooses his own resting-places at haphazard, he none the less might enjoy greater benefits from his leisure-time, if he were guided in his choice by some knowledge, first, of his own wants in the way of climate and surroundings, and second, of the places in which these wants were most likely to be adequately met and supplied.

Take a very primary fact of climatology, for example, that which teaches, as a rule, that the east coast of our own islands is bracing in character, while the west and south coasts are relaxing. How many persons who need bracing up vegetate in an atmosphere which is far too mild to effect any reasonable amount of good, while their neighbours demanding a less vigorous air, and who should go south or west, find the conditions of the east too rigorous for their full enjoyment. There is illustrated here a want of selective discrimination in the matter of the holiday-resort, such as implies the spending



THE HORSE ON ITS BACK: AN UNUSUAL POSITION PHOTOGRAPHED TO DEMONSTRATE THE RANGE OF MOVEMENT.



THE HORSE FIXED ON THE TABLE: THE HIND LEG LIFTED AND DRAWN BACKWARDS FOR OPERATION.

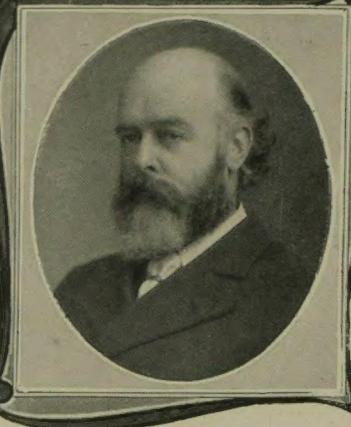
brain-cells we employ day by day are all the better for as complete a temporary cessation as possible from their accustomed duties. Then they have time to recover tone and to be prepared for the demands upon them which the renewal of the working days must assuredly bring.

Your sedentary man, tied to his office, will benefit most greatly from his walking or his cycling tour, from his yachting if he can take a hand at the ropes, from his tennis, his boating, or other forms in which his physical energy may be used and thus stimulated to renewal. Your active man, on the other hand, who day by day toils with bone and muscle, who travels and moves about in the pursuit of his business, stands in a different position. For him, the lazy holiday is the prescription of science. He will impart tone to his muscles by rest, and if he enjoys his novel or his volume of adventure, and thus captures the thoughts of other men, he will benefit by the contrast of his leisure so spent to the life he leads in the workaday world.

But there is no fixed rule to be followed—for constitutions differ—save on the broad lines I have laid down. For the rest, each of us must judge as wisely as may be the holiday life that is likely to bring us home with renewed strength to do battle with life in the days that are before us.

ANDREW WILSON.

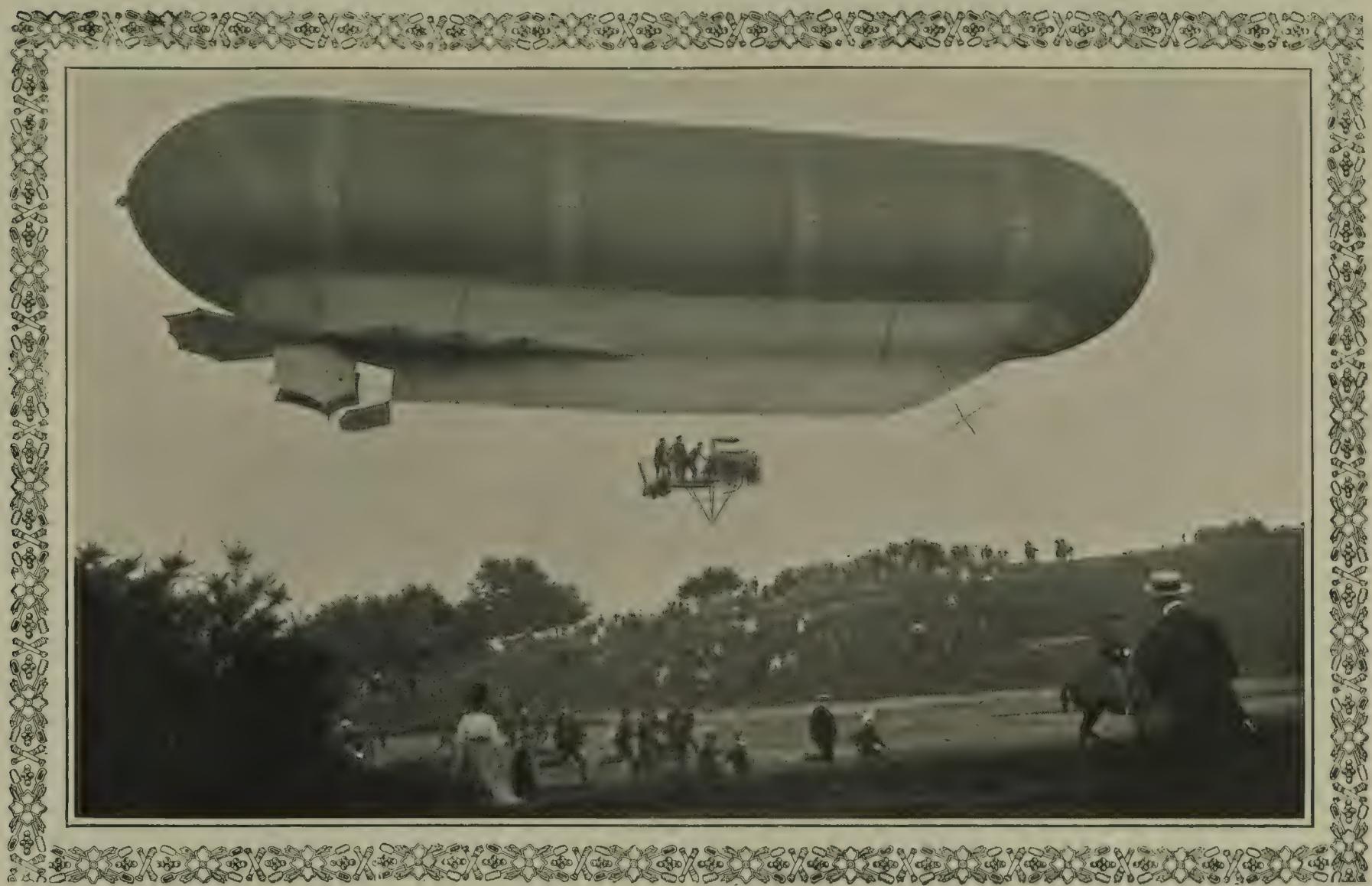
NATURAL HISTORY

GALILEO WATCHING—
THE SWINGING LAMP—
IN PISA CATHEDRAL.—

SIR OLIVER LODGE,
Who has been applying electricity to
agriculture.
Photograph by Elliott and Fry.

THE RESURRECTION OF "NULLI SECUNDUS": THE NEW ARMY AIR-SHIP.

PHOTOGRAPHS BY BOLAK.



THE NEW ARMY AIR-SHIP STARTING FOR ITS TWENTY-FIVE MINUTES' FLIGHT.



THE CAR AND THE 70 H.P. ENGINES OF THE NEW ARMY AIR-SHIP.

On July 24 the new Army airship, the balloon part of which is the old "Nulli Secundus," was tried on Farnborough Common. In the car were Captain King, Captain Carden, and Lieutenant Westland. Colonel Capper directed the operations from the ground. The machine was rather difficult to start, and owing to the catching of a propeller in a loose guy-rope, it had to descend, in order to repair the screw. Later the balloon ascended five hundred feet, and remained in the air twenty-five minutes. The experiment was considered successful.



ANDREW LANG ON THE PERILS OF TRANSLATION.

THE publication of the complete works of M. Anatole France is a courageous speculation. In England, as a rule, only people who know French read modern French books; and not so many know French as might be expected, considering the diffusion of education. French is the easiest of all languages to read. Having failed to acquire the tongue at school, I learned it by the simple process of reading Balzac without a dictionary.

He is not good to begin with, as he is full of technical words, but gradually they are explained by the context. Mediæval French of the twelfth century is rather more difficult, and one may confess to being puzzled, now and then, by the "Chancun de Willame."

Though so easy to read, French is a most difficult language to translate—that is, in a style which does any justice to the original. It is really more difficult than Greek poetry; and that is hard enough. Even the prose of Sir Richard Jebb's version of Sophocles appears, in places, to be too prosaic, and I have often wished that one could rewrite the Iliad and Odyssey afresh, without looking at the originals. The result would be more *coulant*, more readable, though absolute accuracy would disappear in the process. Alexandre Dumas, who had no Greek, wanted to translate Homer in that way, from a pre-existing French or Latin translation, one may suppose.

A translator of Dumas is not hampered by niceties of style; the great Alexandre is readable, for the story's sake, in the usual rough-and-ready language of translators. The French of M. Anatole France, like that of Théophile Gautier, is a very different affair. I once tried my hand at a mediæval story by Théophile, "La Mort Amoureuse," and failed, from the very title onwards. "The Amorous Dead Woman" clearly will not do, "The Dead Leman" was not more satisfactory. How can you turn the title into English? "The Vampire Love" is coarse, and does not indicate the sex. I give it up!

In the same way a totally untranslatable word occurs in the first line of the *Odyssey*. How can you render *andra polystrepon*? We made it, "That man of many a shift" and, I believe, that is the real meaning. But people (including, I fear, Mr.

Matthew Arnold thought of "shift" as equivalent to "shirt"; while, in the crisis of his career, the hero was absolutely destitute of raiment. The "many a shift" had to be dropped.

Such are the invincible difficulties that beset the translator of poetry into prose; the translator into verse can more easily evade them. It is not more easy to translate such French as that of M. Anatole

but most German, and most English, does not suffer by transference from its "native pewter."

Still, I do not envy the French or other translator

his hand on Mr. George Meredith. Having been myself translated into French a good deal, I find that the process generally improves the result. A great English poet is said to find "Childe Harold" least unreadable in French prose. In a French version of Dickens "dockweed" appears as *herbe de l'arsenal*, which suggests "that dull weed which rots by Lethe's wharf," and is impressive, though not botanically accurate.

In childhood, we were told that dockweed always, by a benevolent provision of Nature, grows beside nettles—the antidote beside the bane. Probably evolutionists have some other explanation.

An anonymous correspondent informs me, *à propos* of a remark of mine on the ease of going wrong about mediæval currency, that one novelist gives milled edges to the coinage of Richard of the Lion Heart, while another introduces copper pennies before the eighteenth century. I knew that rose nobles and *écus d'or* had no milled edges, but I am wholly unable to say when copper pence came into use. A silver penny must have been very small and thin: one does see astonishingly attenuated old Scottish silver coins, but they look as if they were worth some three or four of our pence intrinsically.

Numismatics are always left out of our education. Pieces of eight, doubloons, pistoles, besants, sound opulent, when we hear of them in novels, but the learned never tell us how much they were worth, what they looked like, and what would be their purchasing value. The *livre* is a peculiarly puzzling coin. A high ransom, in old days, was 10,000 *livres*: we hear of nobles and princes ransomed at that sum. The *livre* cannot have been the equivalent of the modern *livre*, tenpence, I suppose, and the *livre tournois* seems to have been a mere name for two or three ordinary *livres*. If there is any book, French or English, which satisfactorily explains mediæval currency I do not know its name, and am not even certain that a "sterling" was originally a penny.



A STRANGE ADVERTISEMENT FOR A FRENCH NOVEL.
This surprising drawing is being used by the "Monde Illustré," to advertise Maurice Level's novel, "L'Épouvante," said to be the most agonising story of the century.

France, and I am curious to see how the "Messe des Morts," that beautiful tale, will be rendered. German, if a translator is really master of the language, seldom presents such impossible tasks. French is seldom tolerable out of its native gold or crystal,

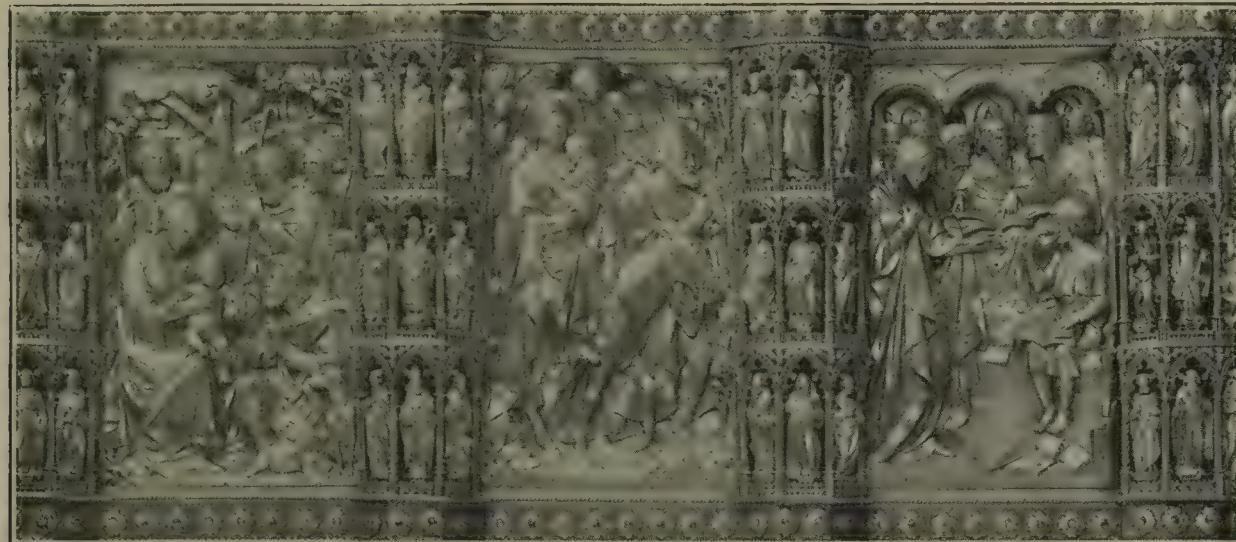


THE EARLY DAYS OF THE 5th LANCERS: THE 5th (ROYAL IRISH) DRAGOONS ABOUT 1780.
The illustration is reproduced from a water-colour painting in the officers' mess. It forms one of the pictures in Major W. T. Willcox's history of the 5th Lancers.
The reproduction is by permission of the publisher, Mr. Arthur Doubleday.



THE OLD FOREIGN OFFICE IN DOWNING STREET IN 1727.
The illustration is taken from "The Story of British Diplomacy," by Mr. T. H. S. Escott. It is a print by Buckler in the Grace Collection at the British Museum.
Reproduced by permission of the publisher, Mr. T. Fisher Unwin.

A TRIUMPH OF ENGLISH ECCLESIASTICAL ART IN SOLID SILVER.



A RIVAL TO FIFTEENTH-CENTURY SILVER-WORK: DETAIL OF THE PANELS ON THE SILVER ALTAR FOR ST. MARK'S, PHILADELPHIA.



THE WONDERFUL TRACERY OF THE SILVER ALTAR, MADE BY A LONDON FIRM FOR ST. MARK'S, PHILADELPHIA.

Since Antonio Pollajuolo, 1426-1498, wrought the wonderful silver altar for the Cathedral of Florence, no such elaborate silver altar has been produced until the present time, when Mr. Krall, of Barkentin and Krall, Regent Street, and the artists and craftsmen associated with him, have designed and executed the marvellous altar for the Lady Chapel of St. Mark's, Philadelphia. The designs on the panels are scenes in the life of the Blessed Virgin. Taking them in order, they are: The Angel's Message to St. Anne,

the Birth of Mary, Mary's Presentation in the Temple, the Espousal of Mary and Joseph, the Annunciation, the Visitation, the Adoration of the Shepherds, the Flight into Egypt, the Finding in the Temple, the Marriage at Cana, the Scene at the Foot of the Cross, the Coronation of the Virgin. In the niches there are 144 figures of Saints, Prophets, Confessors and Martyrs, Doctors, Founders of Religious Orders, and British Missionary Saints and Martyrs. Last week the Queen inspected the altar.

SIMONT'S DRAWINGS OF THE LONDON SEASON—NO. IX.: THE SIGN OF THE END.

DRAWN BY SIMONT.



GLORIOUS GOODWOOD: THE LAST GREAT

As July draws to a close the great social functions become fewer, the last performances of the Opera are announced, and after the Goodwood races nothing is left and Society enjoys the sport amid scenes



EVENT OF THE LONDON SEASON.

but Cowes before the exodus to Continental Spas. The Goodwood race-meeting excels all others for the delightful surroundings in which it is held, y that is perfectly Arcadian.

INTERESTS OF THE PASSING HOUR.



Photo, Clarke and Hyde.

A REALISTIC TARGET REPRESENTING A BATTLEFIELD: A CAMPAIGN IN AN ENGLISH COUNTY.

Some time ago we illustrated early experiments with the Solano target, which trains marksmen in the actual colouring of countries in which they may be engaged. Last Monday Mr. E. John Solano, the inventor, held a demonstration before the War Office authorities. He has perfected his target, and by an ingenious arrangement the little figures of the enemy—horse, foot, and artillery—are made to move across the field at a rate exactly proportioned to the size of the landscape.



Photo, Topical.

PRIZE AND PRIZE-MAN IN THE MARATHON RACE.

J. J. Hayes, the dry-goods clerk of the U.S.A. who technically won the Marathon Race, received from the Queen's hands the statue of the herald Pheidippides in whose honour the race was instituted. Other Marathon runners set Hayes and his prize on a kitchen table.



THE QUEEN REWARDS THE PLUCKY MARATHON RUNNER, DORANDO.

Dorando Pietri, the virtual winner of the Marathon Race, had a very consoling triumph at the prize-giving in the Stadium, when her Majesty presented him with a magnificent gold cup, her own gift, in memory of his gallant attempt.



Photo, Bolak.

LONDON'S COUNTY HALL AS IT WILL APPEAR BEYOND WESTMINSTER BRIDGE: THE MODIFIED DESIGN.

Mr. Knott's prize design for the London County Hall has been considerably modified by the removal of the cupola, and the perspective drawing by Mr. Harold Wyllie shows the building as it will be when complete. The site is just to the south of Westminster Bridge.

VANQUISHED VICTOR, VICTOR, AND RUNNERS-UP IN THE MARATHON.

ALL PHOTOGRAPHS BY SPORT AND GENERAL, EXCEPT DORANDO, BY BOLAK, J. J. HAYES BY THE GRAPHIC PHOTO UNION, AND FORSHAW BY TOPICAL.



On this page appear the portraits of the first ten runners who reached the Stadium. Dorando (Italy), after a determined struggle against exhaustion, breached the tape first, but was disqualified, and Hayes (U.S.A.) was proclaimed victor. Her Majesty's sympathy was so much aroused by Dorando's pluck that she herself presented him with a gold cup in memory of his wonderful attempt.

THE QUEEN'S KEEN EXCITEMENT OVER THE STRUGGLE IN THE STADIUM: THE SENSATIONAL FINISH OF THE MARATHON RACE.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN THE STADIUM.

THE QUEEN.



DORANDO PIETRI DOWN FOR THE THIRD TIME: THE ITALIAN COMPETITOR'S FUTILE STRUGGLE TOWARDS THE TAPE.

The Queen was keenly interested in the finish of the Marathon Race. Every one had expected it to be exciting, but not one of the 80,000 spectators had dreamed that it would bring them such moments of agonised emotion. Instead of a triumphant victor there appeared under the archway a tiny swaying figure of a man in red running-breeches. This was Dorando, the Italian competitor. Dazed and bewildered, he turned first in the wrong direction, and on being set right he shambled a few steps and then collapsed. He was helped up, and again tottered feebly along for a few yards, only to

fall once more. Another wild effort took him a little nearer the tape, but his strength was gone. Confused by the shouting around him, and flurried by the knowledge that Hayes was now at his heels, Dorando went down again, but was lifted by officials, and pushed towards the tape. He was the virtual winner, but had to be disqualified, as he had received assistance. The prize therefore went to Hayes, the American. The Queen, who had risen to her feet in her anxiety for the runner, immediately promised that she would herself present Dorando with a gold cup.

THE ROYAL CHILDREN'S INTEREST IN THE GREAT RUN: THE MARATHON RACE
FROM WINDSOR TO THE STADIUM, AND ITS SENSATIONAL FINISH.



1. PRINCESS MARY AND PRINCE ALBERT OF WALES SNAPSHOTTING THE START OF THE MARATHON RACE.

2. THE VANQUISHED VICTOR, DORANDO, THE ITALIAN, HELPED TO THE TAPE.

3. DORANDO FALLS EXHAUSTED ON THE STADIUM TRACK.

4. THE AMERICAN WINNER OF THE MARATHON RACE, J. J. HAYES.

5. EIGHTY THOUSAND EXPECTANT SPECTATORS; THE VAST CROWD IN THE STADIUM AWAITING THE RUNNERS' ARRIVAL.

For the whole twenty-six miles from Windsor to the Stadium the public interest in the great race never flagged. The royal children photographed the start, and all the way the route was lined by enthusiastic crowds. The scene inside the Stadium when Dorando struggled in, only to be beaten on a technicality, was poignantly sensational.—[PHOTOGRAPHS NOS. 1 AND 3 BY SPORT AND GENERAL, NOS. 2 AND 5 BY TOPICAL, NO. 4 BY HALFTONES.]

A NEW AND LOVELY INSTRUMENT OF MUSIC.

DRAWN BY SIMONT.

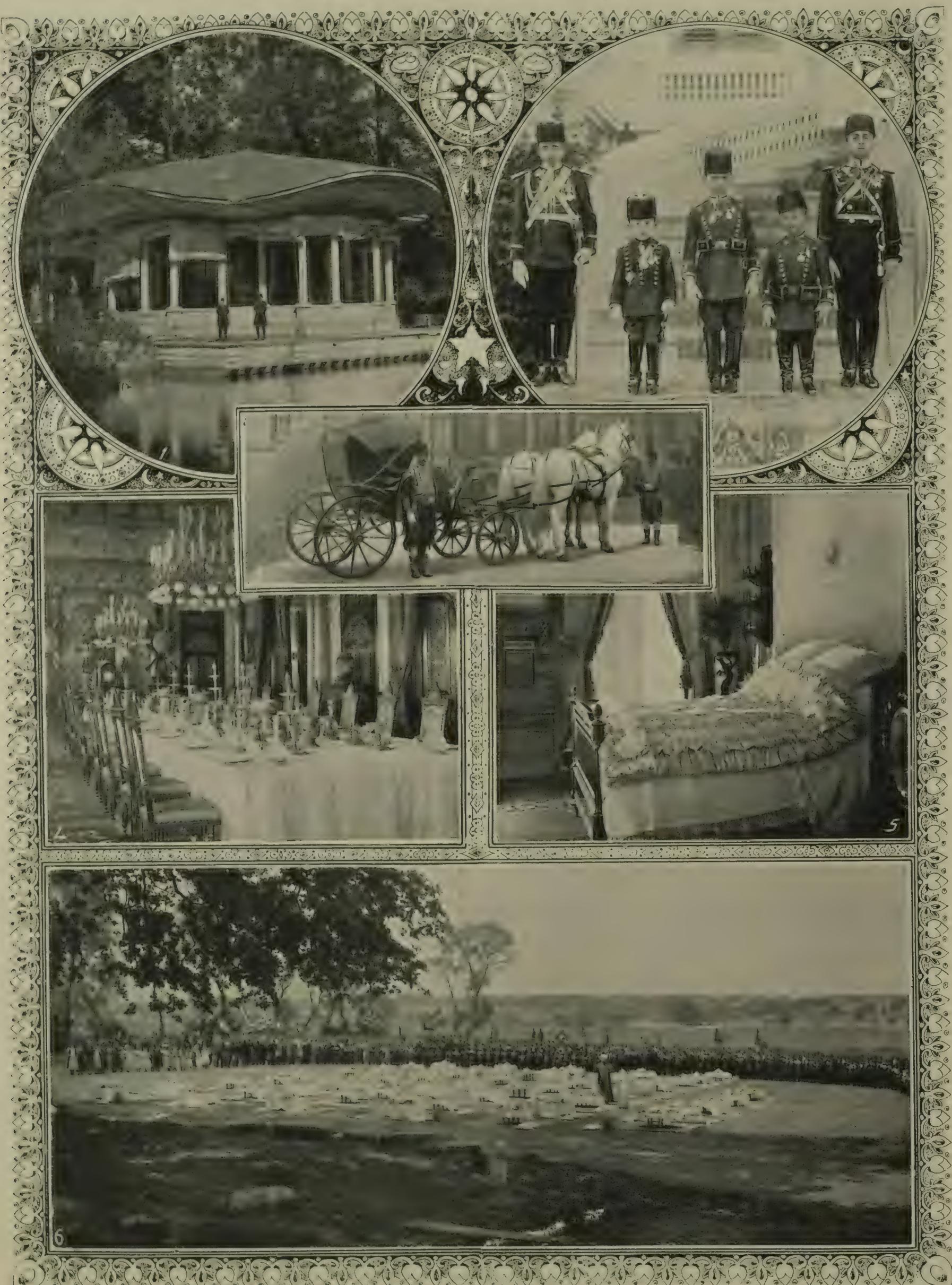


THE "SPRING SONG" IN THE OPEN AIR: A DANCE BY MISS MAUD ALLAN, THE GREAT CLASSICAL DANCER.

Miss Maud Allan was sketched by M. Simont at the Veterans' Fête in Old Ranelagh Gardens, on the one occasion when she danced in the open air. Miss Allan, who introduced classical dancing into England, has been one of the great successes of the season. When she dances Mendelssohn's "Spring Song" she seems to be herself the musical embodiment of the Spring.

THE YIELDING OF THE YILDIZ: THE SULTAN GRANTS A CONSTITUTION.

ABDUL HAMID'S FAIRY PALACE, THE YILDIZ KIOSK.



1. THE SULTAN'S KIOSK ON THE LAKE OF YILDIZ.

3. THE SULTAN'S CARRIAGE.

2. SOME OF ABDUL HAMID'S SONS.

4. THE DINING-ROOM IN THE YILDIZ KIOSK.

5. WHERE THE KAISER SLEPT WHEN HE WAS THE SULTAN'S GUEST.

6. A HUGE OPEN-AIR BANQUET: THE SULTAN'S TREAT TO SCHOOL-CHILDREN.

The Yildiz Kiosk has become a synonym for Ottoman tyranny; but it is likely to be freed from that reproach, for the Sultan, to the great delight of his people, has revived the Constitution of 1876. The Yildiz Kiosk is exquisitely situated upon the Golden Horn. It is not one kiosk, but many; for in the grounds are innumerable pavilions, from which every evening the Sultan chooses one in which to pass the night.

THE BEST RECENT PORTRAIT OF THE SULTAN,
NOW A CONSTITUTIONAL MONARCH.



THE SULTAN ABDUL HAMID.

Of all the portraits of the Sultan, who has never of his own will been photographed since he came to the throne, this crayon drawing is said by those who know his Majesty to be the most lifelike.

OLYMPIC VICTORS: FIFTY - ONE WORLD'S WINNERS.



1. GYMNASTICS—TEAM COMPETITION: SWEDEN, 128 POINTS.
 2. 100 YARDS' RUNNING RACE: R. KIRK, CANADA, 22.5 SEC.
 3. 120.2 YARDS' HURDLE RACE: F. C. SMITHSON, U.S.A., 15 SEC.
 4. PUTTING THE WEIGHT (16 LB.): R. W. ROSE, U.S.A., 14 FT., 8 IN.
 5. POLE JUMP: A. C. GIFFORD, U.S.A., 12 FT., 2 IN.
 6. STANDING HIGH JUMP: R. C. LAWRY, U.S.A., 5 FT., 2 IN.
 7. HIGH DIVING: H. JOHANSSON, SWEDEN.
 8. THROWING THE JAVELIN (HELD IN THE MIDDLE): E. V. LUMMING, SWEDEN, 179 FT., 10 1/2 IN.
 9. WRESTLING (GRÆCO-ROMAN): LIGHT HEAVY-WEIGHT, 205 LB., W. WICKMAN, FINLAND.
 10. THROWING THE HAMMER (16 LB.): J. J. FLANAGAN, U.S.A., 170 FT., 4 1/2 IN.
 11. 437.2 YARDS' RUNNING RACE: C. J. BACON, U.S.A., 55 SEC.
 12. WRESTLING (CATCH-AS-CATCH-CAN): BANTAM-WEIGHT, 110 LB., G. N. MEHNERT, U.S.A.
 13. 1600 MEIRES RELAY RUNNING RACE: UNITED STATES OF AMERICA, M. W. SHEPPARD, 3 MIN. 29.25 SEC.
 14. THROWING THE DISCUS (FREE STYLE): M. J. SHERIDAN, U.S.A., 134 FT., 2 IN.
 15. 2186 YARDS' TANDEM CYCLE RACE: H. SCHILLES AND A. AUFRAY, FRANCE, 3 MIN. 7 3/5 SEC.
 16. ARCHERY: CONTINENTAL STYLE (54.6 YARDS), M. GRISOT, FRANCE, 39 HITS (263 POINTS).
 17. GYMNASTICS—THE BIPHIATHLON (INDIVIDUAL COMPETITION): A. BRAGIA, ITALY, 317 MARKS.
 18. RUNNING BROAD JUMP: F. C. IRONS, U.S.A., 24 FT. 6 1/2 IN.

19. HIGH JUMP (RUNNING): H. F. PORTER, U.S.A., 6 FT. 3 IN.
 20. WRESTLING (CATCH-AS-CATCH-CAN): FEATHER-WEIGHT, 133 LB., G. S. DOHL, U.S.A.
 21. MARATHON RACE: J. J. HAYES, U.S.A., 2 HOURS 55 MIN. 18 2-5 SEC.
 22. POLE JUMP: E. T. COOK, U.S.A., 12 FT., 2 IN.
 23. EPÉE TEAM FIGHT: FRANCE, 7 HITS AGAINST.
 24. ÉPÉE INDIVIDUAL FIGHT: ALIBERT, FRANCE.
 25. 109.3 YARDS' SWIMMING RACE (BACK STROKE): A. BIEBERSTEIN, GERMANY, 1 MIN. 24 3-5 SEC.
 26. 109.3 YARDS' SWIMMING RACE: C. M. DANIELS, U.S.A., 1 MIN. 5 3-5 SEC.
 27. HOP, STEP, AND JUMP: T. J. AHEARNE, U.K., 48 FT., 11 1/2 IN.
 28. WRESTLING (CATCH-AS-CATCH-CAN): LIGHT-WEIGHT, TO 10 ST., 7 LB., G. DE RELWYSKOW, U.K.
 29. 62.735 MILES' CYCLE RACE (H.R.H. THE PRINCE OF WALES'S CUP): G. H. BARTLETT, U.K., 2 HOURS 41 MIN. 48 3-5 SEC.
 30. 660 YARDS' CYCLE RACE: V. L. JOHNSON, U.K., 51 1-5 SEC.
 31. 3 LAP (1080 YARDS) PURSUIT CYCLE RACE: UNITED KINGDOM—B. JONES, C. B. KINGSBURY, L. MEREDITH, AND E. PAYNE, 2 MIN. 18 2-5 SEC.
 32. TUG OF WAR (TEAMS OF 8): CITY OF LONDON POLICE, U.K.—H. DUKE (CAPT.), W. HIRONS, F. W. GOODFELLOW, J. SHEPHERD, A. IRETON, E. BARRATT, E. A. MULS, F. H. HUMPHREYS, AND F. MERRIMAN.
 33. 3825 YARDS' WALK: G. LARNER, U.K., 14 MIN. 55 SEC.
 34. 12.427 MILES CYCLE RACE: C. B. KINGSBURY, U.K., 34 MIN. 13 2-5 SEC.

35. FANCY DIVING: A. ZURNER, GERMANY, 85.3 POINTS.
 36. 109.3 YARDS' RACE: R. E. WALKER, S.A., 10 4-5 SEC.
 37. 3 MILES' RUNNING TEAM RACE: UNITED KINGDOM—J. E. DEAKIN (1), A. J. ROBERTSON (2), W. COALES (3), 6 POINTS, 14 MIN. 39 3-5 SEC.
 38. 3 MILES 188 YARDS' CYCLE RACE: B. JONES, U.K., 8 MIN. 36 1-5 SEC.
 39. ARCHERY: GENTLEMEN—YORK ROUND, W. DOD, U.K., 185 HITS (815 POINTS).
 40. ARCHERY: LADIES—NATIONAL ROUND, MISS Q. F. NEWALL, U.K., 132 HITS (588 POINTS).
 41. 5-MILE RUNNING RACE: E. R. VOIGHT, U.K., 25 MIN. 11 1-5 SEC.
 42. 87.4 YARDS' RUNNING RACE: W. HALSWILL, U.K., 50 SEC.
 43. WRESTLING (CATCH-AS-CATCH-CAN): HEAVY-WEIGHT, ANY WEIGHT, G. G. O'KELLY, U.K.
 44. WRESTLING (GRÆCO-ROMAN): HEAVY-WEIGHT, OVER 205 LB., R. WEISZ, HUNGARY.
 45. SABRE TEAM FIGHT: HUNGARY, 7 HITS AGAINST.
 46. SABRE INDIVIDUAL FIGHT: FUCH, HUNGARY.
 47. 2186 YARDS' SWIMMING RACE (BREAST-STROKE): F. HOLMAN, U.K., 3 MIN. 9 1-5 SEC.
 48. WATER POLO: U.K., 9 GOALS; BELGIUM, 2 GOALS.
 49. WRESTLING (CATCH-AS-CATCH-CAN): MIDDLE-WEIGHT, 161 LB., S. V. BACON, U.K.
 50. 3497.6 YARDS' STEEPECHASE: A. RUSSELL, U.K., 10 MIN. 47 4-5 SEC.
 51. 437.2 YARDS' SWIMMING RACE: H. TAYLOR, U.K., 5 MIN. 39 4-5 SEC.

[Other Winners Elsewhere.]

THE GENERAL MOTOR-CAB COMPANY, LTD.

THE last act of the amalgamation of the two great motor-cab companies—the General Motor-Cab Company, Limited, and the United Motor-Cab Company, Limited—was played on Monday last. Henceforth, the two will be one, bearing the old name of the former, which is also the senior motor-cab company of London. It is now also beyond all question of doubt the richest motor-cab company in England, and probably, therefore, in the world, for its capital is over a million sterling. It will also have the largest number of vehicles in its service, for in time its horseless cabs on the streets will number between three and four thousand. Further, to maintain its supremacy in every department of its special activity, its garages are admitted to be the finest in the world, covering, as they do, an area of several acres, and being equipped with every necessary modern appliance. That they are all that is claimed for them most people will be ready to concede, even though they are ignorant of the subject, when it is stated that they have been erected at a cost of close on £200,000 sterling. It is thus apparent that the company can face any thought of competition with perfect equanimity, relying on the fact that its position is unassailable, and will continue to be so for many years, for it is evident it must control the situation until another company with equal or even greater capital can make its appearance. Even then, the latter will be handicapped by the headway which the General Motor-Cab Company will have made, and the confidence it has already inspired in the public mind for the safety of the vehicles, their freedom from accident, and the courtesy of the employees.

When the statements set forth above are considered, it seems almost incredible to think that the company, with its enormous capital, and its even more enormous possibilities, is only a little more than two years old. That is, however, the case. It owes its origin to the energy and the indomitable courage—the invariable accompaniment of a high order of mentality—of Mr. Davison Dalziel, who had already made himself a conspicuous figure in international business circles, and has done not a little towards the cementing of the Franco-British *Entente* in the financial world, where it is, happily, no less conspicuous than it is in the social and political. With great business foresight Mr. Dalziel saw the enormous financial possibilities of the horseless cab, and he set himself to overcome the difficulties which stood in the way of placing it upon the streets of London. What these difficulties are, few people except himself and his intimate colleagues, like Mr. Edgar Cohen—who rendered invaluable service from the very outset of the enterprise—can have any idea. What may be called the unhorsing of the London cab was only able to become an accomplished fact through Mr. Dalziel himself guaranteeing the whole of the capital required for the first company—a sum of a quarter of a million sterling. Even then more than a year had to elapse before the first taxi-motor-cab found its way upon the streets of London.

It is a fitting tribute to Mr. Dalziel's invaluable work, which has already proved of supreme importance not only to the public convenience, but is going a long way towards the solution of the problem of the congestion of the traffic in the principal streets, that the shareholders of the two motor companies, which have now combined their interests, should have practically placed the unhampered control of their destinies in his hands for the next ten years; and it is quite easy to understand how it is that, in a much wider circle than that of his own intimate friends, he is commonly referred to as "the Taxi-cab king."

The first motor-cab was followed comparatively slowly by its successors, for in May last year there were only eighty-six cabs in work. After that the manufacturers were able to deliver them so rapidly that by the middle of November there were four hundred and sixty-seven plying for hire, and the number between that and the previous May averaged three hundred and six. Since then the number has increased greatly, though even to-day only a small proportion of the cabs which have been contracted for by the united companies are actually working. With these, the takings in cash in June alone were £70,190, or at the rate of £840,000 a year. Great as this sum was it was confidently anticipated that with the increased activity of the season and the addition of new cabs, the receipts would reach £90,000, or at the rate of one million and eighty thousand pounds a year, a larger sum than the capital itself. These figures will in all probability, however, not be reached for the practical reason that the

incessant rain in the early part of the month greatly interfered with the demand for cabs of all sorts; rain and fog being the two great depressors of the cab industry.

The large sum earned by the cabs is accounted for by the fact that they are finding such extensive favour at the hands of the public that the receipts exceeded the estimate set out in the original prospectus by eight shillings and sixpence a day, and averaged two pounds three shillings and sixpence a day during six months. During that time the three hundred and six cabs running covered, roughly, four million miles, and earned for the drivers just on eleven shillings a day. Out of this sum, however, the men had to pay about three shillings and sixpence for their petrol, so that their daily net wage was about seven shillings and sixpence, exclusive of tips, which, it has been calculated, was sufficient to reimburse the outlay on petrol, thus leaving an income which may be contemplated with complacency, and is considerably in excess of the money earned by the drivers of the horse-vehicles, which must, sooner or later, disappear entirely from the streets not only of London, but of the large provincial cities. Handsome as is the income of the men, it has been considerably exceeded in individual cases, for one man who worked his cab one hundred and forty-six days out of one hundred and eighty-four, actually averaged £2 19s. 8d. a day.

With these facts to consider, the general public may well give heed to the advice given by Mr. Davison Dalziel, the chairman at the meeting of the shareholders of the General Motor-Cab Company on Monday, not to pay any money whatever by way of fares to the drivers of the taxi-cabs unless such fares are registered upon the taximeter. "The sum payable by the passenger is the sum marked on the taximeter, and nothing else," said Mr. Dalziel, and he particularly impressed upon those present the means of never making any payment for fares other than indicated in that manner. This, it need hardly be said, has no reference to the purely optional gift by way of a tip to the driver which is now becoming general—eloquent testimony of the satisfaction of the public, for no one gives a gratuity unless he is satisfied that the service rendered requires it. This furnishes another proof, were one needed, that the General Motor-Cab Company only requires the careful management which it would undoubtedly enjoy to make it, as Mr. Dalziel so aptly put it in his recent speech to the shareholders, "a satisfaction alike to the public and the shareholders of the company."

No little of this satisfaction has been made possible by the work done by the police department in the development of this new and growing industry. This, it need hardly be said, was not inspired by regard for the company, but for the public, and it was therefore particularly agreeable to listen to the generous way in which Mr. Dalziel, while admitting that many of the regulations drafted by Scotland Yard were somewhat onerous upon the companies, nevertheless declared that he was quite satisfied with them, for they were in the public interest; and he also stated that from the inception of the company there had been nothing but the most courteous and encouraging treatment from the officials of a department which has so often been adversely criticised.

The first practical result of the amalgamation of the two companies will be economy of working, and economy of working must always be a primary factor in the wealth-production of every industrial enterprise, in whatever part of the world it is undertaken. It is evident that a considerable part of the general expenses of the business is as great for the working of the present number of cabs as they will be when the full complement is on the streets. Thus, the expenses of the garage, lighting, heating, insurances, taxes, directors' fees, and the fixed interest on capital will be no greater when there are over three thousand cabs at work than they were last year when there was only a tenth part of that number in employment. As the general opinion is that the daily receipts per cab will not diminish with the increase in their number, but the present average will be maintained, the proportionate running expenses will be lower than they are. Again, the capital of the company makes for economy in working. This is obvious, for with the large sum at its back, its purchasing powers enable it to go to the best and most economical markets for its requirements. This in itself is a great factor in the question of competition for smaller concerns. Mr. Dalziel, who has had a wide experience in these matters, is confident

that small companies owning as many as a hundred or a hundred and fifty taxi-cabs can never work under anything like such favourable circumstances as the General Motor-Cab Company. The former are almost of necessity obliged to farm out their contracts for repairs as well as for the general maintenance of the cabs, if not for washing and housing—factors of importance in their appearance, and having a practical bearing on the length of their service. Everyone who has owned a car and has had the necessary repairs made by a professional repairer is aware that they cost a large sum, for it is impossible for him to do casual work at a cheap rate. Similarly, the small companies, which have to farm out their repairs, must do so at such a price that the contractors must make a profit. That profit, which is a perfectly natural one for the contractor, is so much taken off the profits of the company itself. If the conditions are bad for the contractor he will not continue to keep the contract. If he does, it is safe to assume that the contract is unfavourable for the company. The admirably equipped garages of the London Motor-Cab Company enable all the repairs to be done at the minimum cost, for the equipment includes repairing-shops and painting-shops, cabinet-making works, tyre-repairing works, and upholstery works; so that everything required for the up-keep of the cabs is done by the company's own workmen and at the lowest price.

With constant use, the cabs must, of necessity, undergo a certain amount of deterioration. To meet this, a sum equal to one-sixth of the original cost of the cab is written off each year, so that at the end of six years the cabs will practically cost nothing, though they may, and probably will, still be as good as new. The reason for this is that they must be kept up to their original state of efficiency if they are to do their work. Before a cab receives a license, it is carefully examined by the authorities of Scotland Yard, who refuse the license unless it is in a perfect condition. Even then, the license is only granted for a year. At the end of that time, before the cab can be re-licensed, it has to undergo another examination no less stringent than the first, and if it fails to come up to its original standard the license is refused. Under these circumstances it is a self-evident proposition that the cab must be always maintained at its best. If, therefore, the body is damaged it is immediately repaired; if any part of the machinery is broken or worn out, a new part replaces the defective one; if a wheel is broken a new one is substituted without loss of time. In this way it is by no means improbable that a cab may still be running in a perfect state of efficiency at the end of a given number of years, although not a single original piece of it remains.

The stringency with which the up-keep of the cabs is maintained is not relaxed in the case of the men who drive them, and on whose fitness for the task not only the safety of the vehicles but the lives of the passengers and of the public which uses the thoroughfares depend. Before the company will consider the application of any driver who wishes to take service in its employ he has, first, to be duly licensed to drive a hackney carriage in London, proving that he has the necessary geographical knowledge to enable him to proceed directly to his destination. Since the fare pays by the actual distance driven, it is essential that the cabman should know the most direct route to a given destination; otherwise, the hirer of the vehicle would be placed at an unfair disadvantage from the point of view of the price he would be called upon to pay. The license obtained, the applicant is carefully examined by the company's doctor, special emphasis being laid on soundness of heart and lungs, acuteness of sight and hearing, and freedom from any alcoholic tendency. If the doctor passes him, the man is then sent to the company's school, where he is taught how to drive a motor-cab under expert guidance, after which he is examined under the auspices of the Royal Automobile Club. When licensed by that institution, he is presented to Scotland Yard, to be again examined by its experts, and it is only when he receives that last license that he is allowed to drive for the company. It is thus evident that the greatest care is taken for the protection of the company's clients. This is but just and right, for it is only by meriting such confidence that a company can succeed, and it is only by maintaining its own high standard of efficiency that it can make headway. Happily, the record of the past few months is a sufficient guarantee that the General Motor-Cab Company is alive to its responsibilities, and is determined to maintain its supremacy in a field in which it is at present without a rival.

LADIES' PAGE.

THE formation of a Woman's Anti-Suffrage League is a tribute to the newly revived activity of the advocates of votes for women. Mrs. Humphry Ward is the moving spirit of the new Anti-Suffrage League, and she is aided and abetted by the Countess of Jersey, Lady Haversham, and the Dowager Countess of Desart. Mrs. Ward has written the "manifesto of the League." It is, as perhaps such a document can hardly avoid being, a series of question-begging propositions. The first one, for instance, is that the spheres of men and women in life being different, "their share in the public management of the State should be different." But surely this is no argument. The fact that women are largely occupied in the care of children and the management of homes is no proof at all of their incapacity to form an opinion on such matters as are before the country at this moment as current politics: as good an opinion as that of men whose sphere is to be tailors, barbers, greengrocers, agricultural labourers, or anything else. Politics now touch daily life—home life. Old-age pensions, licensing regulations, the education of children in State-maintained schools, the three leading topics of present political discussion, are precisely the sort of questions in which "the sphere of women" makes them intensely and personally interested, and therefore entitled to hold and express an opinion. Some of the other propositions of the "anti-Suffrage manifesto" itself, indeed, would not so long ago have been considered revolutionary, for the full admission of women not only to local voting power, but also to seats on local government bodies, such as town and county councils, is therein actually advocated.

The responsibility thrown upon householders as employers by the Compensation Act is a really terrible matter for people of moderate means; nor will it work out well for a very large number of the employed class. The thousands of casual male labourers who formerly got a living as window-cleaners, jobbing gardeners, and the like, have been painfully affected by the Act; employers now seek the services of men engaged by responsible companies or firms who can give a guarantee against claims for accident, and this means that only young strong men can get work at all. Now the charwoman will have to be engaged under similar conditions, and great misery will result to poor old women, for the Court of Appeal has decided that if any person is engaged to go to work at a house one day in each week, she is not a "casual," but a "regular" worker; and the consequence is that the person employing her must give her an annuity for life if any accident happens. In

the case just decided, the charwoman pricked her thumb with a pin while scrubbing some steps, with the result that blood-poisoning set in, and she has lost the use of her hand. The married couple in whose house this happened are ordered to pay this casual worker seven shillings a week as long as she lives! It is therefore quite necessary for even the hard-pressed tradesman's wife or the poorest housekeeper, if she employs any help in the rough work of the household, to take out a policy of insurance for the charwoman.



AN EMPIRE EVENING GOWN.

A HAT FOR GOODWOOD.
Black chip hat with high crown of black and white chiffon, trimmed with panache of ostrich-feathers.

The dress is built in soft satin charmeuse, with a belt of velvet and a fichu of chiffon held at the bust by a jewelled ornament, whence long ends fall to the ground. Sleeves of lace, long and tight.

Navy serge is a true perennial in the world of dress; it is unapproachable for utility and neatness of effect. The coat of the hour can be well expressed in this material, having a high-waisted effect at the back and cut off shorter in front, or sloping away from a single button at the chest. Wide revers, faced with black moiré or with cream silk, are placed on such yachting-gowns to give a more dressy effect, and then the embroidered waistcoat may be employed for the same purpose; but for really hard seaside or travelling wear the simplest making is best. Cream serge is another general utility country material. The delicate greys and fawns and pale blues and pinks that have been worn in town for smart tailor frocks are unsuited to the seaside, as the ozonic air, that agrees so well with our lungs, will take the colour out of the dainty dyes of our dresses very quickly.

For wear in travelling in the hotter regions of the Continent, a serge, however thin, is often felt oppressive. In that case, the choice lies between a dark Shantung, an alpaca or a tussore—plain or check—or a taffetas. The last-mentioned fabric is in high favour with the neat American woman traveller, who finds it light, dust-proof, and smart; but it is not very robust, and it is dreadfully awkward to have one's stand-by gown "go" while on the voyage. Apart from this possibility, always too present with regard to a silken fabric, taffetas is excellent, especially so in a dark check, such as blue-and-white; made with a pleated skirt stitched to the knee, and unlined blouse. A navy Shantung made all in one piece—untrained, of course—is also an ideal travelling gown.

What housewife does not know the excellence of Bond's Marking Ink? This old-established preparation can now be had if desired in a new form that will act as satisfactorily as ever without the use of heat to fix the writing; and there is a new "Poppy Red" Bond's Ink, most useful for household linen.

Are fancy names an advantage to a proprietary article, or not? At any rate, such a title serves the very needful purpose of preventing artful imitations being foisted on the public. The repute of "Parrish's Chemical Food" as a tonic, peculiarly valuable for delicate children, is great, and the manufacturers, the well-known chemists, Messrs. Squire and Sons, who prepare this combination of iron and lime, now issue "Squire's Parrish's Chemical Food" under the distinctive name of "Ferocal," and weakly persons, or parents of delicate children who are growing too fast, will do well to order the tonic by that name, to guard against imitations.—FILOMENA.

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'GIVE ME HEALTH AND A DAY... HE ONLY IS WEALTHY WHO OWNS THE DAY.'

—Emerson.

'Happy the Man and Happy He alone, He who can call the Day His own.'—Dryden.

The Simple Life, 'Tis Luxury that Kills.

'To lead a Simple Life is to fulfil the Highest Human Destiny.'—Wagner.

'Sow an Act and you reap a Habit, sow a Habit and you reap a Character, sow a Character and you reap a Destiny.'

'A Man's wealth consists not so much in the multitude of his Possessions as in the fewness of his Wants.'

Diogenes, the famous Cynic Philosopher (412-323 B.C.), is stated to have taken up his abode in a cask, where he was visited by Alexander the Great, and when the only favour he had to beg of the Prince was THAT HE WOULD NOT STAND BETWEEN HIM AND THE SUN, Alexander is said to have exclaimed, 'If I were not Alexander I would be Diogenes.'

Amid the confused restlessness of modern life, our wearied minds dream of simplicity. . . . All this brushwood, under pretext of sheltering us and our happiness, has ended by shutting out our Sun. When shall we have the courage to meet the delusive temptations of our complex and unprofitable life with the Sage's challenge, 'OUT OF MY LIGHT'?—Wagner.

'Divine Philosophy! by whose pure light We first distinguish, then pursue the right.'

Juvenal.



DIOGENES BEFORE ALEXANDER THE GREAT.

'As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the springs that feed it, the customs and methods by which it is best cultivated and preserved.'—Sir W. Temple.

We quote the following from a well-known writer on Pathology:

'Now, a word on the importance of the regular and proper action of the excretory organs and of the intestinal canal. The former separate substances from the blood that are hurtful if they are kept in the blood. The waste substances that are got rid of by the intestinal canal include the parts of the food that are not digested and certain secretions from the intestinal canal, especially from the large part of the intestine. These substances are injurious if left in the body, as certain portions of them are reabsorbed into the blood, especially the foul organic matter in them, so that if these various excretory organs do not perform their functions in a proper manner, waste substances are either not separated from the blood or are reabsorbed into it and poison it, and as the blood is distributed to the various *tissues* of the body they are not properly nourished and they become degenerated, weak, and incapable of performing their proper functions, so that the regular action of these excretory organs of the body is of the greatest importance with regard to health, for not a *single tissue* of the body can be kept in a proper condition if the waste substances are not got rid of in the manner they should.'

'INTO MAN'S HANDS IS PLACED THE RUDDER OF HIS FRAIL BARQUE THAT HE MAY NOT ALLOW THE WAVES TO WORK THEIR WILL.'—Goethe

The human body has unfortunately a power of auto-intoxication, *i.e.*, of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter without depressing the spirits or lowering the vitality, than

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'To be a Philosopher is not merely to have subtle thoughts, but so to love Wisdom as to live according to its dictates a life of Simplicity, Magnanimity, and Trust, and thus combine the hardiness of the Savage with the intellectualness of the cultured man.'

—Thoreau.

'Man's rich with little were his judgment true, Nature is frugal and Her wants are few.'

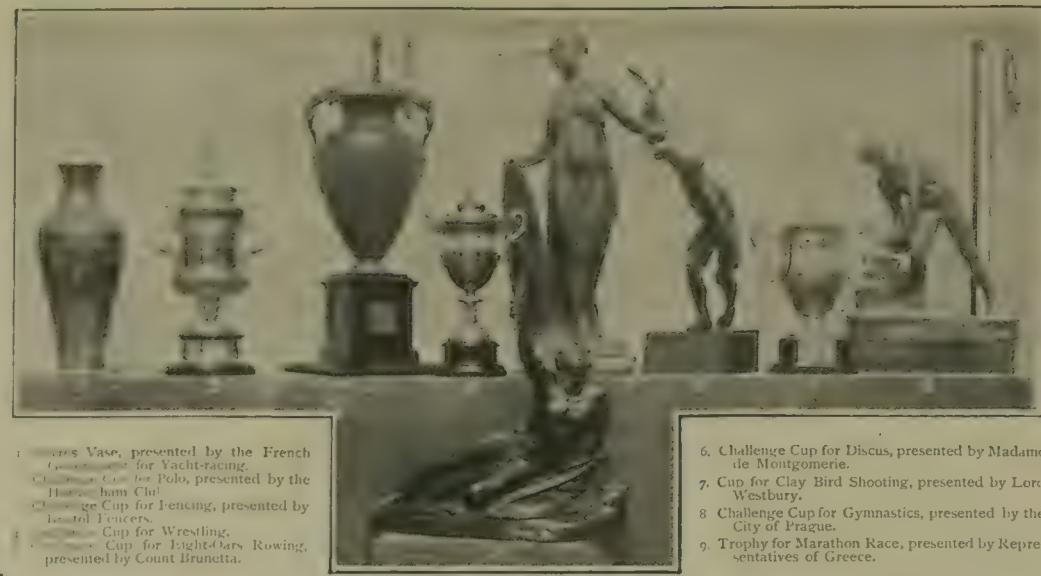
MORAL.

'Poverty sits by the Cradle of all our Great Men and rocks them up to Manhood.'

REVIEWS.

Kitty Tailleur. Sincerity is apparent in every line of "Kitty Tailleur" (Constable). It is a book coloured, too, by the charity which alone can make such a minute view of a lost woman's tragedy bearable to sensitive people. We cannot say that it is not a painful book, but it is not furtive, although it is searching; it is not harsh, and it is consistently careful in characterisation. A realist would have made something very different of Kitty's story. Miss Sinclair, working through the medium of her great imaginative talent, arrives at the truth without stirring up stagnant waters. The end fails to convince us. A creature as hard held in the grip of life as Kitty does not come to suicide; rather it clings

desperately to mortal existence. Kitty Tailleur was young, beautiful, and possessed of the charm that doomed her to destruction. She appeared in a seaside hotel, and respectability drew aside, knowing her, without the telling, for the thing she was. All respectability, that is to say, except the Lucy's, an ingenuous brother and sister, who championed her and fell under her spell, and loved her with the ardour of their simple natures. Lucy asked her to marry him, and Kitty's London lover, a man-about-town, returned to claim her for the path in which her feet were set. Lucy was a widower with two girl children, and for their sakes Kitty renounced him. Herein lies the heart of the tragedy, for she had the hunger of motherhood and the devotion of



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5. A Cup for Eight-oars Rowing, presented by Count Brunetta.
6. Challenge Cup for Discus, presented by Madame de Montgomerie.
7. Cup for Clay Bird Shooting, presented by Lord Westbury.
8. Challenge Cup for Gymnastics, presented by the City of Prague.
9. Trophy for Marathon Race, presented by Representatives of Greece.

Photo: Sport and General

THE OLYMPIC PRIZES: THE CHIEF TROPHIES.

a strong nature. It is a powerful novel, and it deals with vital issues.

In the American Language.

"Jack Spurlock—Prodigal" (John Murray) by G. H. Lorimer, is an amusing yarn as well as a striking composition in the American language, which is, as our Transatlantic friends tell us, the true heir to Elizabethan English. Jack, at bottom a nice boy, suffered from being the son of a middle-western millionaire, and there was much sowing of wild oats, an expulsion from Harvard included, before he was able to throw off the reactionary effect of his parentage. Spurlock senior, you see, had grafted all his life, so that the law of compensation demanded that Jack should conduct himself with a good deal of levity. Unfortunately, he chose the parental works for his most artistic flight, and, as he put it himself, the Governor bowed him out. His reflections afterwards are a good example of his command of the vernacular—

Were you ever, revered reader, in a place where you wondered whether you'd rather have a kiss or a ham sandwich? Were you ever so mixed up that you didn't know whether that gone sensation was due to a full heart or an empty stomach? . . . Have you ever thought of her sunny curls and

"two-sunny-side-up" in the same cerebration? Have you ever been broke and heartbroken the same night? If you haven't, you've never really been up against it. I have.

It took nothing less than marriage to fetter Jack, but his speech remained untrammelled to the last.

As Good as Gaboriau. It is a long time since we have read such a smart detective story as "The Cottage on the Fells" (Werner Laurie). It is extraordinarily good in a class where the machine-made plot is all-prevailing, and where literary skill is too seldom found. Experience of English sensational stories has taught us to prefer the French fountain-head—in other words, to go to Gaboriau and leave his Anglo-Saxon imitators severely alone. Here, however, is a yarn as good as Gaboriau, without visibly taking its inspiration from him—a mystery, and original. Our admiration for Mr. de Vere Stacpoole increased as we read on, and found his diction crisp, his descriptions illuminative, his characters (the severest test in a detective story) alive, and not automata. And his Scotland Yard officer is not a fool! On the contrary, Mr. Stacpoole says nice things about the London police, and evidently believes in what he says.



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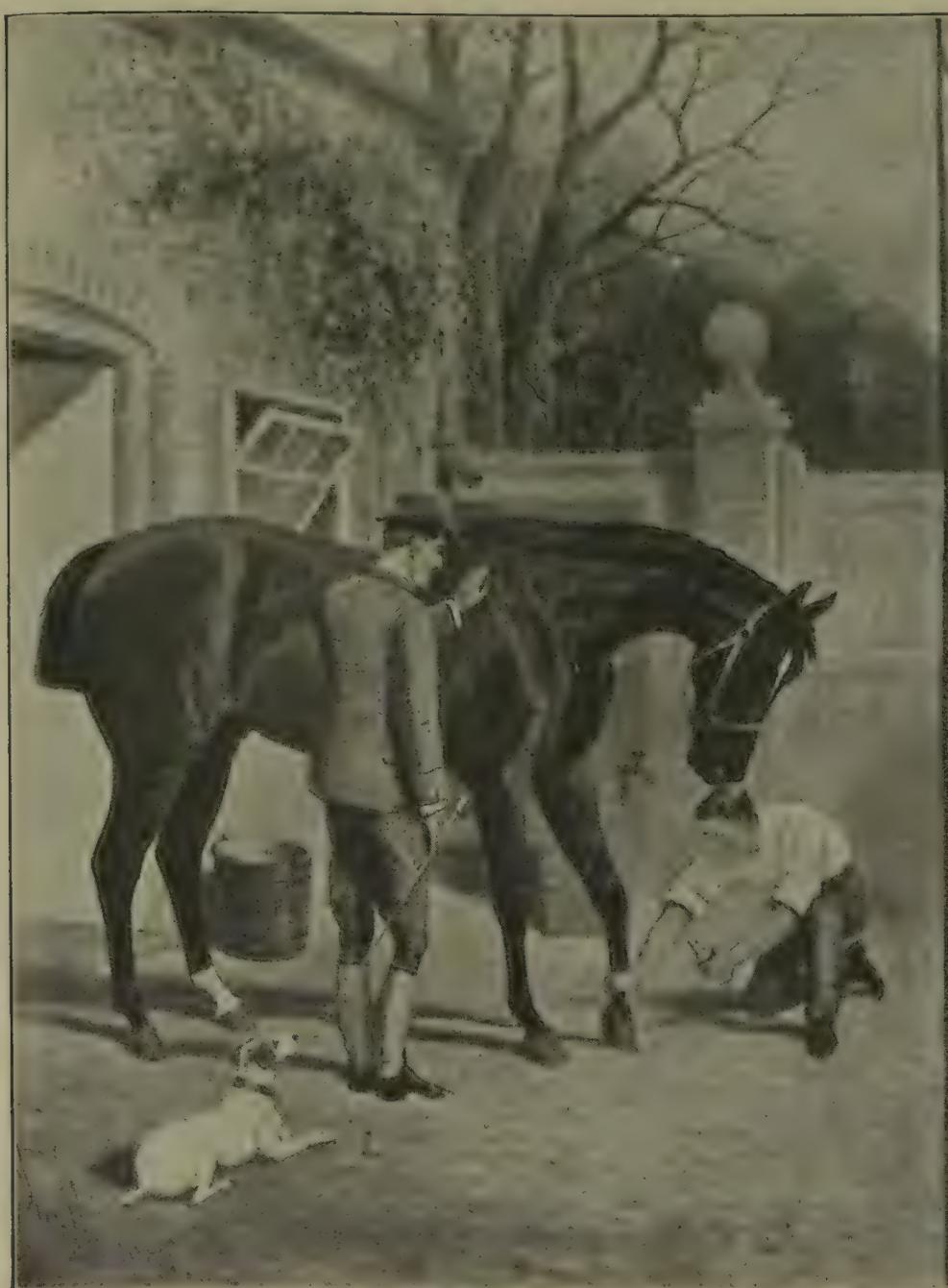
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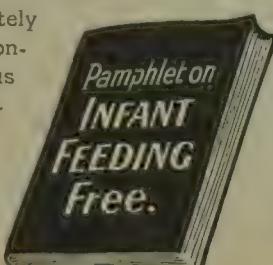
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THE CHRONICLE OF THE CAR.

ALTHOUGH present upon both days of the Dust Trials at Brooklands, I cannot pretend for a moment to distinguish with any degree of certainty between any of the standard or any of the experimental cars submitted. The judges, amongst whom were Colonel Crompton, R.E., Professor W. C. Unwin, F.R.S., and Mr. A. Mallock, F.R.S., certainly attempted to give a numerical value to the cloud raised by each passing car, but I was happy that a task requiring such delicate discrimination was theirs and not mine. For the benefit of those of my readers who may not have lighted upon the information elsewhere, I might say that each car was driven over a one-inch thick layer of very fine limestone dust, 200 ft. long and 10 ft. wide, first at twenty and then at thirty miles per hour. The cloud of dust raised by the best car of them all was, of course, much greater in volume and in height than would be the case with the dust lying on the surface of an ordinary road. Ordinary and cinematograph photographs were taken of each progress, and it is by the light of these photographs, when compared and supplemented only by their notes, that the judges' decisions and awards will be made.

I am bound to admit that I betook me to Brooklands hoping much from the experimental cars, but I returned disappointed. So far as a real and undeniable mitigation of the dust-cloud raised was concerned, the best of the experimental arrangements still left much to be desired. The most effective apparatus was that fitted to a 20-h.p. Junior car, and known as Wayman and Matthews' patent. This car was run with and

without the dust-allaying fittings, and when running over the dust layer without, it was clear to the naked eye that the dust-cloud was much denser, and rose considerably higher than when the patent gear was attached. But with the attachment the dust was still raised, particularly at thirty miles per hour, in a most undesirable volume. Wayman and Matthews' undershield certainly abates, but it does not cure the nuisance. I could not see that the remaining special fittings, consisting of screws, fans, specially formed mud-

Club became possessed of the Admiralty's cast yacht, the *Enchantress*, which has been renovated and altered from stem to stern in such wise that she has become a lordly floating club-house. Moored off Netley Hard in Southampton Water, she is a most popular week-end rendezvous for members, whether they be motor-boat owners or no. Amongst others, Lord Howard de Walden, who is an enthusiastic motor-boatist, is a frequent visitor. On Thursday and Friday of this week this handsome renovated craft will be the centre of movement, for both days will be occupied with the Motor-Boat Reliability Trials and Speed Tests, for which there is a big entry.

From time to time I have urged upon my readers the use of tyre-pressures considerably lower than those advocated by the tyre-manufacturers themselves. Far be it from me to suggest that the abnormal pressures insisted upon in some cases were prompted by any desire for expansion of business, because I do not believe this to be the case. Attention was first called to the desirability of lower pressures in the columns of the *Autocar*, but I have before me as I write the figures concerning

some tests made with a six-cylinder Napier by Mr. S. F. Edge. By a series of tests, he proved that reduced pressure did not affect speed, that tyres could be used with less pressures than commonly thought, and that these lower pressures endowed the tyres with nearly double their former life.

With a car weighing



Photo. Rol.

BLERIOT BREAKS HIS RIGHT WING.

M. Bleriot, experimenting with his winged air-ship, "Antoinette II.," had the misfortune to cant the machine over too much, so as to break the right wing.

guards, tray-like fittings and shields, were worth the trouble and expense of installation. From the point of view of the motor-car, the dust problem is still unsolved.

I really think that, of all the automobile associations, one gets best value for money out of the Motor Yacht Club, which is the leading body in its particular connection, and is affiliated to the Royal Automobile Club. Some two years since, at the instance of that valiant sailor-man, Commander Mansfield Cumming, R.N., the

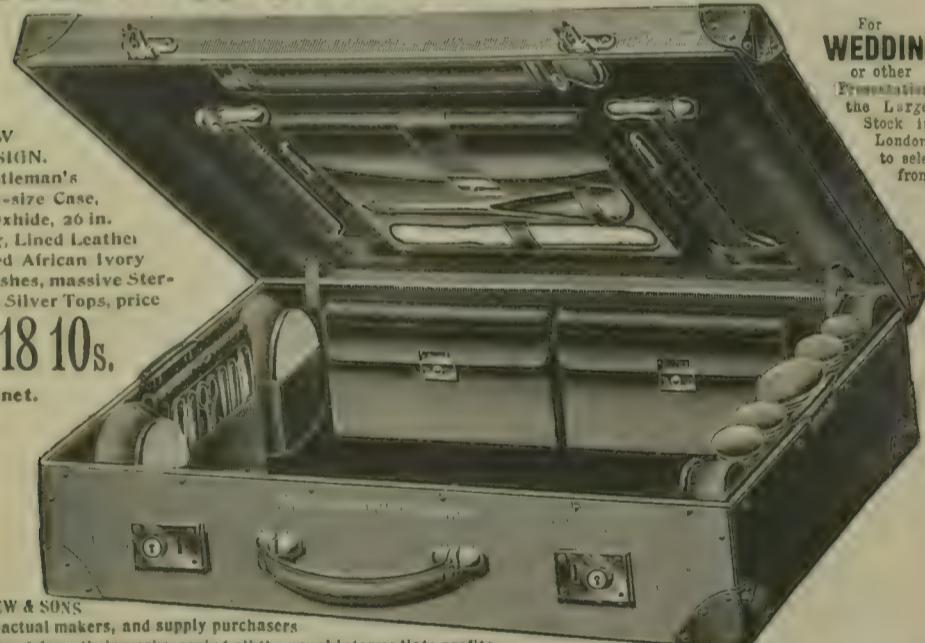


Photo. Clarke and Hyde.

A PLAGUE TO MOTORISTS: A GIANT AIR-BRUSH FOR TARRING THE ROADS. Although tared roads are pleasantly free from dust, they are a plague to motorists when the tar is wet. At Beckenham the authorities use a giant air-brush, which lays liquid tar very evenly upon the road.

35 cwt., Mr. Edge ran 60 lb. per square inch in the front tyres—880 by 120—and obtained 88 per cent. greater distance than when they were blown to 70 lb.; and with 70 lb. in lieu of 80 lb. in the drivers, he got 49 per cent. increased mileage.

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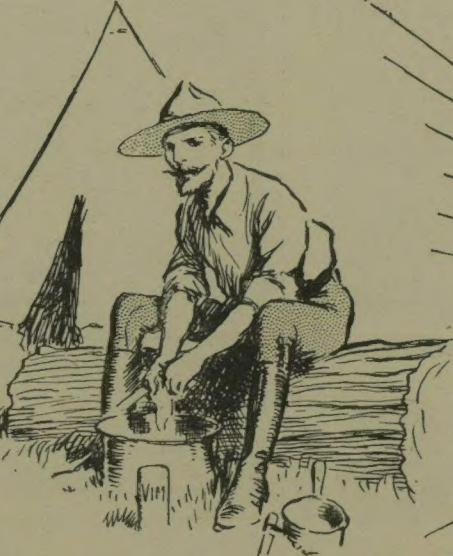
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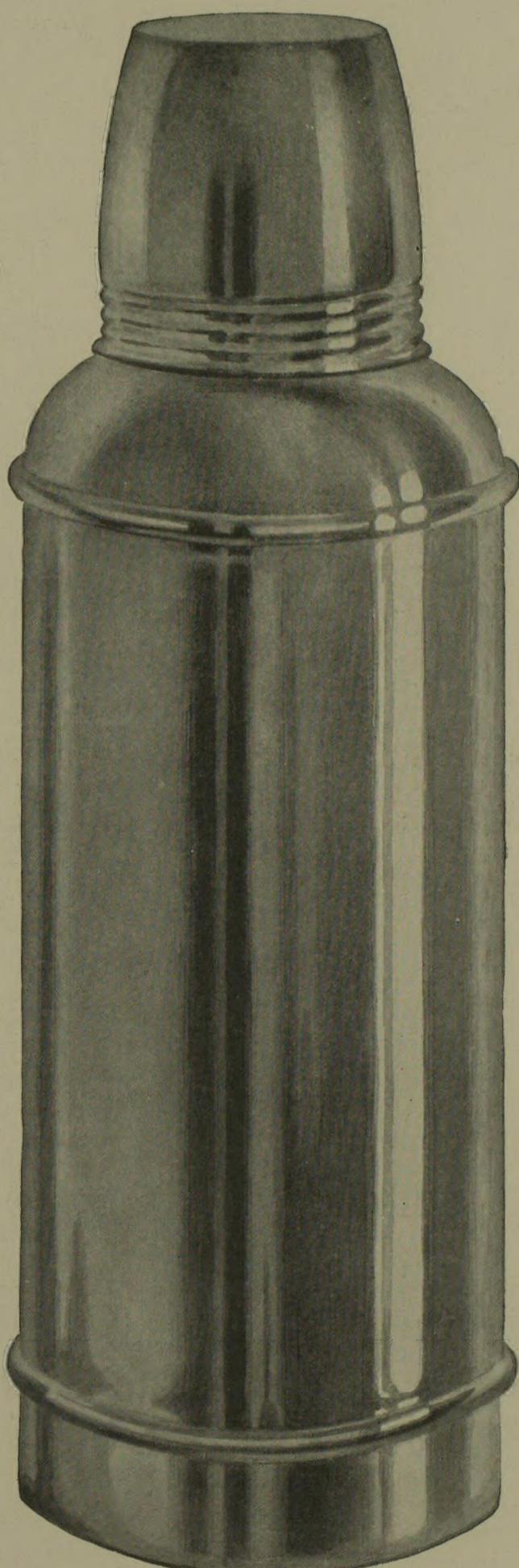
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WILLS AND BEQUESTS.

THE will (dated Nov. 27, 1906) of the HON. HARRIET BRODRICK, of Ely House, Richmond, Surrey, who died on May 18, was proved on July 2 by Canon the Hon. Alan Brodrick, the brother, Alan Melville Brodrick, a nephew, and Henry Harper Bothamley, the amount of the estate being £71,197. Miss Brodrick gives £10,000, and the interest in the advowsons of Wickford and Downham, Essex, to her nephew, Viscount Midleton; £100 and an annuity of £150 to her friend Jane Chartres Calder; £500 each to her nieces, Helen Anna Campbell and Mabel Emily Grant; £300 to the Vicar of St. Mary Magdalene, Richmond, for parish purposes; £700 to Dr. William W. F. Bateman; £200 each to the Richmond Hospital, the Richmond Nursing Association and Guild, and the Bishop of Nagpur, for the purposes of his See; and other legacies. The residue of her property she leaves to her brother, Canon Brodrick, for life, and then for his children.

The will (dated Nov. 5, 1903) of MR. JOHN WIGHAM RICHARDSON, of Hindley Hall, Stocksfield, Northumberland, of the firm of Swann and Hunter and Wigham Richardson, shipbuilders, who died on April 15, has been proved by his sons Philip and George, and the value of the estate sworn at £92,000. The testator gives £500, the household effects, and during widowhood £300 a year to his wife; £100 each to the executors; £500 to Mrs. Jean Barnes; £100 to his son Philip should he purchase a house at Grasmere; 1000 £1 shares in his firm to the Walker Institute, in trust, for the purchase of pictures; 1000 shares to Christ Church, Walker, for beautifying the churchyard; 500 shares to the Northern Counties Association for Granting Annuities to Governesses; legacies to servants; and the residue, in trust, for his children.

The will (dated Oct. 15, 1900) of MRS. MARGARET TRAVERS, of 9, Calverley Park Gardens, Tunbridge Wells, who died on May 23, has been proved by Colonel Frederick William Graham, and Walter Francis Travers, the gross estate being valued at £115,599. The testatrix bequeaths £100 each to the East London Church Fund, and the Society for the Propagation of the Gospel; £100 to the Royal Berkshire Hospital; £100 each to her executors, and legacies to servants. The residuary estate is to be divided amongst her nephews and nieces: Mary Abigail Graham, Dorothea

Lloyd Stevenson, Margaret Adeline Nordman, Benjamin Travers, Henry Montague Travers, Walter Francis Travers, and Alice Sara Burges.

The will (dated March 14, 1898), with a codicil, of SIR FREDERIC SAMUEL PHILIPSON PHILIP-ON-STOW, BART., of Blackdown, Fernhurst, Sussex, one of the founders with Mr. Cecil Rhodes of the De Beers Mines, who died on May 17, has been proved by his widow and son, Sir Elliot Philipson-Stow, the value of the estate being £350,340. The testator devises his Sussex estate to his wife for life, with remainder to his son Elliot and his heirs male. To his wife he gives £500; to his son Elliot an annuity of £750; to his son Robert all his shares, about 6000, in the South African Newspaper Company; in trust for each of his younger sons, £10,000; in trust for each of his daughters, stock producing £800 a year; and to his two sisters £250 each. The residue of his personal property he leaves, in trust, for his wife for life, and then to follow the trusts of his Sussex estate; but should any son of his who may succeed thereto keep a racing establishment or own racehorses, he shall forfeit all interest therein.

The will and codicil of MR. GEORGE MATTHEWS ARNOLD, of Milton Hall, near Gravesend, elder brother of Sir Edwin Arnold, who died on May 28, have now been proved, and the value of the estate sworn at £176,892. The testator gives to his son and daughter Bernard and Irene, as joint tenants, the ancient Church of Dode, near Luddesdowne, with the Glebe, and the Church of St. Mary, Denton; to his daughter Irene £500, St. Katherine's House at Thorne, with the chapel, lands, and furniture; to his son Bernard his museum and contents, order decorations, and presentations; to his sister Emma £100; to the Bishop of Southwark £100; to the Rector of St. John's, Gravesend, £100; to the Superior of St. Joseph's Convent £100; and to his grandsons George Anthony Arnold and Charles Robert Chadwick £500 each on their taking a B.A. degree. One seventh of the residue he leaves to the children of his deceased daughter Mrs. de Trafford; and one seventh each to his children Bernard, Irene, Mabel Chadwick, Mary Chadwick, Beatrice Fooks, and Alice Maude Callaghan.

The will (dated March 9, 1906) of MR. THOMAS GIBBINS, of Milton House, Carpenter Road, Edgbaston, who died on May 23, has been proved by his three brothers, the value of the estate amounting to £281,999. The testator gives £1000 each to the General Hospital, and the Queen's Hospital, Birmingham; £200 to the

Orthopaedic and Spinal Hospital; £200 each to the Birmingham and Midland Counties Eye Hospital, Homoeopathic Hospital, Women's Hospital, Ear and Throat Hospital and Sanatorium; £10,000 in trust for a pension fund, superannuation fund, or a sick and nursing fund, for the workpeople in the employ of the Birmingham Battery and Metal Company; £5000 and the household effects to his sister Emma Gibbins; £3000 each to the children of his three brothers; and £1000 to Alice Clibborn. All other his property is to go to his three brothers and sister.

The following important wills have now been proved—
Spencer Compton, Duke of Devonshire, K.G.,
Devonshire House, Piccadilly, Chatsworth, Derby, and Compton Place, Eastbourne, unsettled property £1,164,960

Mr. William Todd Lithgow, Drums, Langbank, Renfrew, and of Glasgow, shipbuilder £1,000,237

Mr. Robert Chrystal, 2, Park Circus, Glasgow £84,641

Mr. Colin Robert Strong, Barlow Moor Road, West Didsbury £50,528

Mr. Russell Scott, Darent Hulme, Shoreham £49,256

Mrs. Maria Bayley, Buxton Road, Stockport £30,836

Mr. Robert Frank Vallance, Mansfield, Notts £30,158

Sir Adam G. F. Hogg, K.C.B., Silverdale Road, Eastbourne £6,949

Mr. David Christie Murray, Lancaster Road, South Hampstead, the well-known writer £50

The Apollinaris Company have received information that Apollinaris Water was served at the official ball given by the Quebec Government, in the Parliament Buildings, in honour of H.R.H. the Prince of Wales.

For the convenience of passengers travelling by day service from London via Newhaven and Dieppe to Western Switzerland, Italy, Savoy, Dauphiny and the South of France, the restaurant-car on the boat-train from Dieppe to Paris-St. Lazare will, on and from Aug. 1, run through to Paris-Lyon, the terminus of the Paris, Lyons and Mediterranean Railway, passengers who do not care to dine between Dieppe and St. Lazare being afforded the facility of dining whilst the train is in transit round the Paris Ceinture Railway. The train arrives at St. Lazare at 6 43 p.m. and at Paris-Lyon at 8.8 p.m. The restaurant-car will return from Paris-Lyon to Dieppe on the 8.49 a.m. train, being attached at St. Lazare to the 10.20 a.m. boat-train.

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